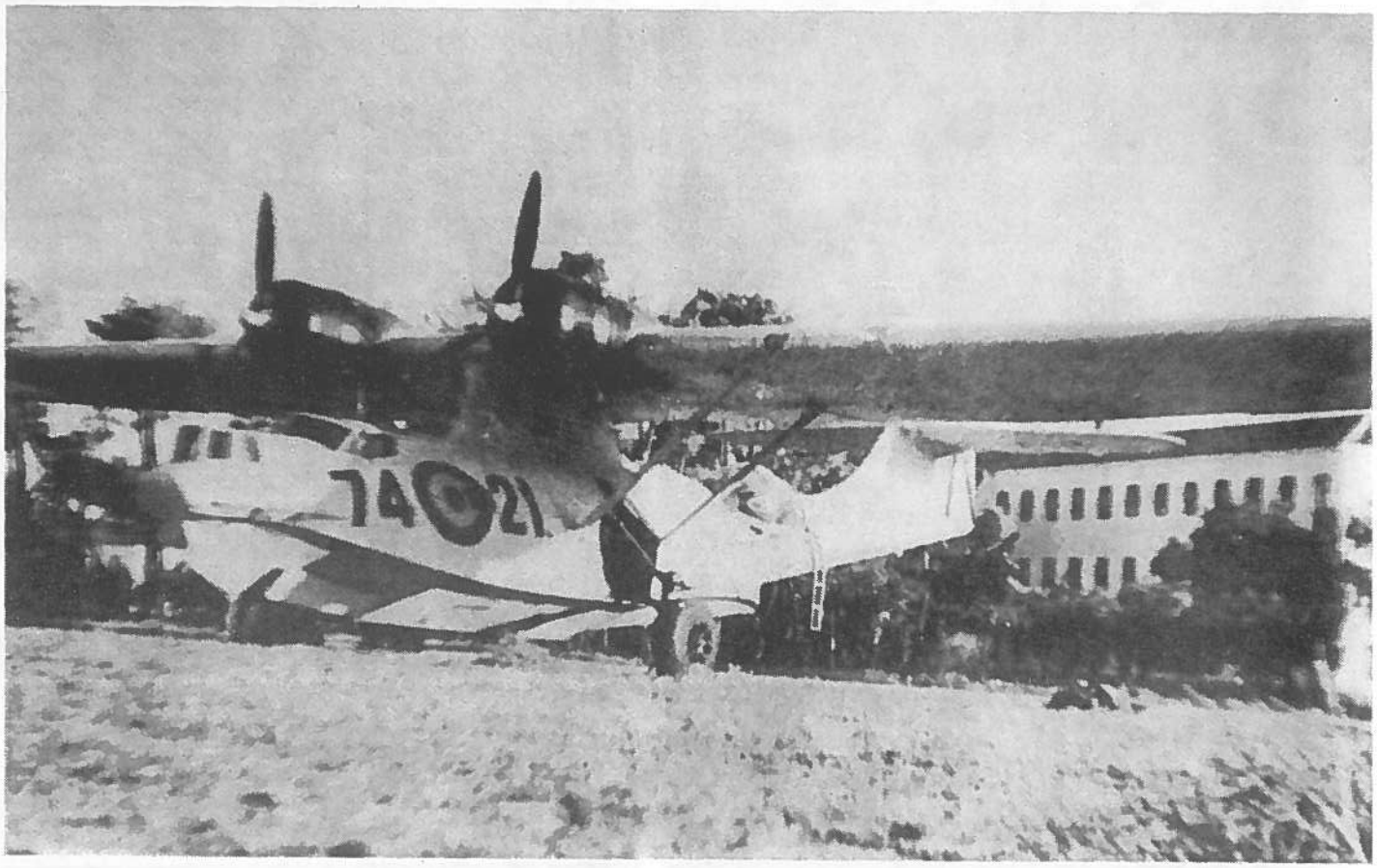
vol. 21 no. 4 (84)
December 1997

small air forces observer

US $4.00



RF-84F Serials (Part 2) Belgium & Denmark
Hungary's Sliver Arrow: W.M.23 (Part 2)
Paraguayan Cessna 150/210/310 Fleet
Mexican T-6 Dive Bomber Update
Spanish Air Force Catalina
Royal Cambodian AF 1996
Albert Training Aircraft
Flying Tiger Update

vol. 21 no. 4 (84)
December 1997


NAVAL 122


NAVAL 134








-MDA





SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

Table of Contents

Abstracts 112
RAF RB-45C (Yip) 114
Royal Cambodian AF 1996 (Darasy) 115
Mexican T-6 Dive Bomber Update 119
Weiss Manfred W.M.23: Part 2 (Davis) . . .122
Belgian & Danish RF-84F Serials (Yip) . . .124
Paraguayan Military Cessna 150/210/310 (Sapienza) 125
Spanish AF Catalina (Legg) 126
Albert Training Aircraft (Raymond) 127
Letters (Srecko, Hagedorn, Gostkowski, Allen, Voaden, Bernad) 128
Flying Tiger Update (Clements) 130
Books (Lindbergh of Canada, NA-16/AT-6/SNJ, Read Beauty 2, Batailles Aeriennes #3, Philippine AF, Armeflygets Historia, deH Mosquito J 30, Aviation Colouring Book #31-#33, Jagdgeschwader 53) . . .131
Magazines (AeroFan, CIM Romania/Finland, NdP) 133
News from Poland (Butrycz) 134
Kits (Letov S.50, MS I/N, Sparmannjagaren, SAAB 17) 136
Decals (Soccer War, Luftwaffe Allies, Aviacoa Militar Brasileira, MiG-17F, IL-28/Rt/U) 137
Miscellaneous (Cance) 138

SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

SUBSCRIPTION RATE: Subscription to the current volume of the SAFO is US $12.00 for 4 issues per year in the USA and elsewhere via surface mail. For the cost of air mail delivery. contact the editorial office, or send $22.00 and any surplus will be credited to your account. Payment should be made in cash, by International Money Order, or by a check drawn on a bank with a subsidiary in the US. (There's a $25 charge to cash a check from a bank without a US subsidiary.) New subscriptions begin with all issues of the volume current at the time payment is received; if you desire otherwise, please specify which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

BACK ISSUES: Either back issues or Xerox copies of out-of-print issues are available for all issues of the SAFO published. For a list of all issues and their content, send two 1st class stamps (or 2 IRCs) to the editorial office.

MEMBERSHIP LIST: To promote cooperation between members, a list of SAFO member's names and addresses is available to SAFCH members for $1.00 plus postage (USA $0.55; others $0.95 surface or $1.73 air mail).

SPONSORSHIP PROGRAM: To keep the SAFCH truly international, our Sponsorship Program allows persons who can not obtain US currency to receive the SAFO. Any SAFCH member interested in sponsoring a SAFO subscription for a person in Eastern Europe (or from other country where it is impossible or difficult to obtain US currency) should write to the editorial office for a list of persons seeking sponsors. If you would like to receive the SAFO but can not obtain US currency, a list of SAFCH members looking for someone to sponsor is also available from the editorial office.

INFORMATION FOR AUTHORS: Manuscripts may be submitted in any form; authors whose first language is not English may submit a rough translation of the text and the editorial office will put it into good English. Authors using a computer should send the manuscript on disc. Photo should be black and white prints although color prints can be used. If you want any photos returned, please mark "Return" on the back. All art work must be ready for printing. The layout should be such than when a page is reduced (if necessary) the drawing should fit into the 7.5 inch by 10 inch working area of the final page. Art work that does not fit this requirement will have to be cut and pasted to fit; no problem, but things might not look exactly as you want them to look. All work for the SAFO is voluntary and no payment can be made for published material.

SAFO is distributed in England by Midland Counties Publications, Unit 3 Maizefield, Hinckley Fields Trading Estate, Hinckley, Leics. LE10 1YF; in the Netherlands by Luchtvaart Hobby Shop, Kruisweg 4, 1436 CC Aalsmeerderburg. Additional distributors in other countries would be most welcome.

SMALL AIR FORCES OBSERVER (USPS 439-450) is published quarterly for $12.00 per year by the Small Air Forces Clearing House, 27965 Berwick Dr., Carmel, CA 93923. Publication entered at Carmel Valley, CA 93924. POSTMASTER: send address changes to Small Air Forces Clearing House 27965 Berwick Dr., Carmel, CA 93923.

COPYRIGHT: Copyright © 1997 by Small Air Forces Clearing House. All rights reserved. The content of this publication cannot be reproduced in whole or in part without the written consent of the publisher and the author.

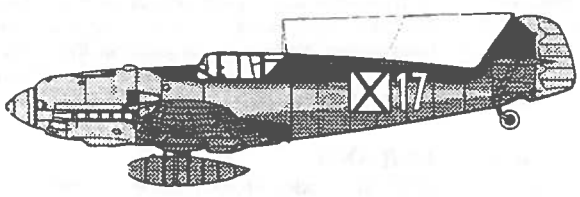
LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last know address included): Eric Stoutenburg, Ft. Carson, CO; Curtis Marzolf, Bulverde, TX; E. Tronn, Montreal, PQ Canada; Alain La Pierre, Maracay, Venezuela; Michael Parr, Prince George, B.C. Canada; Richard Harrison, Stroudsburg, PA; Ellis Estes, Alexandria, VA. Gary Lepinski, Minneapolis, MN; Andrzej Lesicki, Poznan, Poland; Ludoric Lamouroux, Montry, France; Renald Gravel, Quebec, Canada; Scott Fraser, Sidley, BC, Canada.

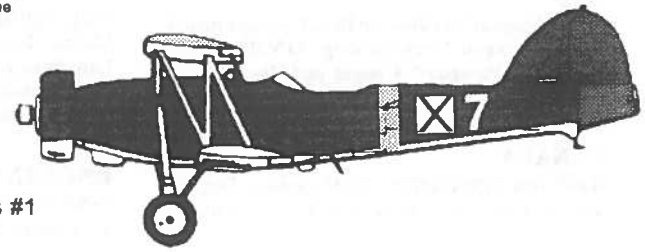
COVER COMMENTS: A very rare photo of the Spanish Catalina coded 74-21 whilst in Air Force service. An article this aircraft, reprinted from The Catalina News, appears on page 126. (Photo: Jose Luis Gonzalez Serrano: via David Legg)

ESTATE SALE: Hundreds of books and magazines continue to use up valuable space in my office. These will have to be sold or they will be tossed into the recycling bin. This latter would a real shame since there are some very nice information in this collection. Everything has now been priced: Magazines from $0.50 to $1.00; soft-bound books $1.00 to $5.00; hard-bound books $5.00 and up (there are some excellent books remaining). In addition, a collection of decals has just been obtained. This collection includes many rare and long-unobtainable sheets such as Stopple and ABT. Send $1.00 (or two IRC) and a large SASE for list of magazines, books, and decals.

DELTA DECALS

Delta Aviation Publishing
38 Hawksley Avenue
Hillsborough
Sheffield S6 2BE
South Yorkshire
England





Luftwaffe Allies #1
Bulgarian AF

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A$27; air mail A$30).
2/97 (32 pages) "German WW2 Bombs" one page including drawings. "RAAF Finishes Revisited" 2-page reproduction of official WW2 directive. "The Care and Feeding of Models" 4 pages on preserving your models.
3/97 (28 pages) "Combat Aircraft of the 1948-49 Middle East War: Part II" 8 pages including 18 side-view drawings (RAF Spitfires, Tempests, & Mosquitos, Israeli Mustangs, and Iraqi and Egyptian Furies. "The Flaming Galuhs: Origins of the New RAAF Display Team" one page with drawing of F-18 color scheme. "Aircraft of the Spanish Civil War: The Fokker F VIIb/3m" 5 pages including 5 side- and top-view drawings and table listing all 12 Fokkers used in Spain. "Late War Aircraft Projects - What Might have been Modelling" 11 pages including 30 side-view drawings.

AUSTRIA

OFH NACHRICHTEN (Oesterrichishe Flugzug Historiker, Felberstrasse 104/7, A-1150 Wien. Write for free sample.)
3/97 (36 pages) "Osterreichischer Rundflug 1932" 5 pages including 3 photos and 5 side-view drawings (Klemm L25, Udet U-12a, Hopfner HS 8/29a, DH 60 Moth, and DH 80A Puss Moth). "Die Pink Story" (Part 2) 7 pages.
20 Jahre OFH 1977-1997. (16 pages) Review of the history of the OFH with reproductions of covers from the past, lists of special publications and books, and 22 photos of activities and personalities.

BELGIUM

KIT (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; 4 issues US $25 in cash, International Postal Money Order for 900 BF.
#105/6 1-2/1997 (52 pages) "Le Spit en kit" 9 pages of short critiques of all 1/72 scale kits including 5 side-view drawings showing errors in kits. "Dornier 217 et Fritz X" 8 pages including 7 photos of real thing. "F-16D en service a las Heyl Ha'Avir" 8 pages including 4 pages of 1/72-scale drawings of camouflage pattern and color photos of completed model. "Les Messerschmitt 109 de Fujimi" 7 pages including 5 pages of drawings and 7 photos of models showing differences among versions.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Lucidio Lago, 457/206 - Meier - Rio, RJ, CEP 20780-020. Subscription is $10.00, but they prefer kits or accessories. Send to Antonio Pereira Linhares at the above address.)
#85 (16 pages) "O Dauntless Brasileiro" 3 pages including 3-view drawing of Douglas A-34 in Brazilian civil registration 'PP-DVT'. "O Dauntless Brasileiro" 3 pages including 3-view drawing of Douglas A-34 in Brazilian civil registration 'PP-DVT'.
#86 (16 pages) "O B26-C no Brasil" 4 pages including 3 photos and 2-view drawing. "O Vultee BT-13 Valiant no Paraguay" 4 pages including three 2-view drawings.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US $24.00 in US $26.00 elsewhere).
25/3 (24 pages) "The Mid-Engined Mustangs" 2 pages including side-view drawing. "Captured Ki-45 Tony: 1-page 3-view drawing. "C119 Flying Boxcar and Foil Finishing" one page. "Hurricane in Japanese Markings" one pages with one side-view drawing. "The Continuing Story of Sky Type 'S'" one-half page. "Photo-Etched Brass" 2 pages on home-made photo-etched parts. "Canada's Nuclear Arsenal(?)" 3 pages including drawings. "Navigation Lights" one page. "Realistic Landing Lamps" one page.

CZECH REPUBLIC

AERO PLASTIC KITS REVUE (Vydavatelstvi Model Hobby Press, ul. 1. maje 11, 709 00 Ostrava-Mar. Hory, Czech Republic. 6 issues $33 surface or $45 air.)
#47 (76 pages) "Vojenske Letectvo Indonesie" (2 cast: 1965-1995) 8 pages including 6 photos and 21 color side-view drawings. "Ostravsky mini MASH" 9 pages on Bell 47 including 9 photos, 2 pages of scale drawings, 5 color side-view drawings, and review of Pavla Models kit. "James A. Goodson" 3 pages including 2 photos and 2 color side-view drawings of his P-51s. "Bojove operace RAF v Barme" (1 cast) 4 pages including 10 photos (Buffalo, P-40, Hurricane, Ki-48, & Ki-27). "Gloster Meteor" (4 cast) 6 pages including 13 photos (Egypt, Argentina, RAAF, Belgium, Brazil, Ecuador, French, Netherlands, Israel, & Sweden). "Suchoj Su-27K/Su-33" 9 pages including 7 photos and 4 pages of scale muti-view drawings. "Mitsubishi G4M Betty" 7 pages including 5 photos, 2 pages of scale drawings, and 5 color side- and plan-view drawings. "Esa mezivalecneho obdobi" (5 cast) 9 pages including 23 photos, and 10 color side-view drawings of a/c on the Finnish front (Gladiator, Bulldog, Fokker D.XXI, Fiat G.50, I-15bis, I-16, SB-2, & DB-3). "Siebel Si-204D v nasem letectvu" 4 pages including 10 photos and 3 color side- and plan-view drawings of Czechoslovak a/c. "Utok na zvukovou narieru" 7 pages including 9 photos and 2 scale 3-view drawings (I-350 & I-360).
#50 (76 pages) "Stihaci letouny MiG-29 a jejich kamuflaze v ceskem letectvu" 9 pages including 15 photos and 3 multi-view color drawings. "12. letecka armada USA: 1 cast" 6 pages including 9 photos and 5 side-view color drawings P_39L, P-40F, Spitfire Vc, P-51C, & P-38G). "Konverzia Avie S-199 na Me 209 V5" 5 pages including 8 photos, 3-view scale drawing, and 5-view color drawings. "Mesek neboli Avia S-199/CS-199: 2 cast" 8 pages including 22 photos of details) and 1/72-scale 5-view drawing. "Suchoj T-10V/Su-27IB/Su-34/Su-32FN: 2 cast" 9 pages including 8 photos and a 4-page 1/72-scale 5-view drawing. "Pappy Boyington" 6 pages including 9 photos and 4 side-view color drawings. "Lockheed T-33: 2 cast" 6 pages including 7 photos, 2 color side-view drawings, and a 4-view color drawing (Sandanista). "Arado Ar 240" 4 pages including 3 photos, a page of scale drawings, and a page of color drawings. "Vojenske letectvo Egypta: 2 cast" 6 pages including 4 photos and 10 color side-view drawings (Sea Fury, Spitfire F.22, Vampire T.55, Meteor T.7, Meteor F.8, MiG-15UTI, MiG-15bis, MiG-17F, Lancaster, & Halifax)."Prvni nadzvukovy: 3 cast" 7 pages including 4 photos and 3 pages of 1/72-scale drawings (MiG-19P & MiG-19PM).

ENGLAND

INSIGNIA (Blue Rider Publishing, 43a Glasford St., London SW17 9HL, UK.) 4 issues £24.00 surface mail worldwide; £26.00 air mail USA/Canada; £28.00 Australia/Japan. IMO, Mastercard/Visa/Access, or US currency notes. Add £5.00 if paid by dollar cheque.
#6 July/August 1997 (36 pages) "Slovenian TO Gazelle" 4 pages including 13 photos, 6 side-view drawings, and a sheet of 1/72-scale decals. "Early Bolshevik Aircraft" 6 pages with 16 photos and 8 side-view drawings (Spad VII; Nieuport 11, 23, & 24; DH9; and Sopwith Strutter). "Albatros D.III(Oef): Part 6" 4 pages with 22 side-view drawings of Austro-Hungarian a/c. "Gran Chaco War Bombers" 4 pages with table and 6 side-view drawings (Breguet 19, DH9, CW C14R, Junkers K34h, & Curtiss Cyclone Falcon). "Air Force Insignia: No. 9 Brazil 1919-97" 3 pages with 5 photos and 13 drawings of insignia. "Estonian Air Force DH9" 3 pages including table, 4 photos, and 7 side-view drawings. "Japan's Early Military Aircraft: 1910-22" 3 pages including 11 photos. Photos: Lithuanian Letov S.20L and Martinsyde Buzzard "Amerikietis" Amerikos Lietuviu (Sacrifice of American's Lithuanians) [Editor's note: Can any readers provide information on the background of this latter a/c?]
#7 December 1997 (36 pages) "Lohner Flugboot L40" 3 pages including 5 photos and a 3-view drawing. "Ethiopian Potez 25A2" One page including side-view drawing and 1/72-scale decals. "Croatian HRZ Update" 4 pages including 5 photos (An-2, UTVA-75, & MiG-21), 10 drawings of insignia, 3 side-view drawings (MiG-21, Bell-47, & Super Cub). "Hansa Brandenburg C.I" 2 pages with 9 photos. "Albatros D.III(Oef): Part 7" 4 pages including one photo and 18 side-view drawings of Austrian a/c. "Gran Chaco War Bombers" 4 pages including tables of a/c used and 5 side-view drawings (SVA-5, SVA-10, Curtiss Falcon, Potez 25, & Potez 25TOE) and drawing of rare Paraguayan "star" insignia. "Japanese National Insignia" 3 pages including 8 photos of early a/c. "Air Force Insignia #10: Czechoslovakia 1918-45" 2 pages including 15 drawings of insignia and one side-view drawing (Slovak B-534). Photos: Moldavan MiG-29, Cantonese AF Waco ATO & JTO.

IPMS MAGAZINE (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £20.00 (US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; since exchange fluctuates write Joe for current rates).
5/97 (40 pages) "Whispering Death" 7 pages on building the Tamiya kit including 19 photos of the model. "Gloster Meteor Mk I" 3 pages on modifying the 1/72-scale Airfix kit including 11 photos of the model.

PLASTIC KIT CONSTRUCTOR (PAMAG (Publications) Ltd., 3 Lowfield Court, Old Forge Business Park, Sark Road, Heeley, Sheffield, S2 4HG; 4 issues £18.00. In USA/Canada order from J.J. Daileda, 4314 West 238th St., Torrance, CA 90505; since exchange rates fluctuate write Joe for current rates).
#51 Autumn 1997 (32 pages) "SAAB 37" one page of 1/144-scale drawings of various variants. "Twin Hercules" 2-page scale 5-view drawing of a Lockheed project. Nothing else of small-air-force interest, but lots of the best kit reviews you'll find anywhere.

FINLAND

IPMS-MALLARI (IPMS Finland, PL 798, 00101

Helsinki 10; 6 issues $20.00, no check accepted due to the high redemption costs).
#120 4/1997 (24 pages) Nothing of small-air-force interest.

SUOMEN ILMAILUHISTORIALLINEN LEHTI (InScale 72, Makelankatu 5B10, 00550 Helsinki; Europe $30, elsewhere $35; payment by International Postal Order or in cash; no cheques of any kind accepted because of high redemption rates). Each issue includes a 2-page English summary.
3/1997 (24 pages) "Avro 652A Anson" 8 pages on Finnish Anson including 6 photos. "TE-1: Ambifiosta Lentoveneeksi" 3 pages including 4 photos of tiny Finnish amphibian. "Bell Model 47D1" 4 pages on the first Finnish helicopter including 4 photos. "FA-7" 2 pages on the disappearance of a Fiat G.50 during its delivery flight from Sweden. "Mersujen Ketjukolari" 4 pages including 2 photos on the chain reaction collision of two Finnish 109s and a Luftwaffe Junkers W.34.
4/1997 (32 pages) "Operaatio DX m/23" 6 pages on 1923 fighter competition including 8 photos (Gourdou-Leseurre GL.21, Martinsyde F.4 Buzzard, & Fokker C.X) and a scale 4-view drawing of the Buzzard. "Letov S-328F" 6 pages including 7 photos and multi-view scale drawing. "Tiiksjarvi 6.4.1942" 4-page report of attack on a Finnish airfield including 2 photos and tables. "2/LeLv 24: N Taistelukertomukset 6.4.42" 2 pages of reports by Finnish Buffalo pilot's who intercepted the Soviet bombers described above including one photo and 4 side-view drawings. "Flying over the Arctic Ocean: German BV 138 Operations" 2 pages including 2 photos. "OH-ALI and the Birth of the Finnish Aviation Board" 2 pages including one photo of Junkers F-13. "Komar - The Old Glider Series" 3 pages including 5 photos and a scale 3-view drawing.

FRANCE

Air Zone, Le Nouveau Mensuel de l'Air! (Air Zone, BP n.49, 28210 Nogent-le-Roi, France. A one-year subscription for 9 regular issues and two special issues is 405FF. Payment preferably by check drawn in FRF on a French bank, by draft or postal giro.) Each issue contains book and kit reviews and a one-page summary in English.
#18 (52 pages) "L'ETOM 50 a la Rescousse!" 10 pages including 22 photos of French AF operating in the French Indian-Ocean possessions. "Le crepuscule du Fouga" 10 pages including 16 photos of French Magisters. "Un Super Tatoo" 7 pages including 18 photos (Ukraine MiG-29 & Czech An-30). "Co-Operative Banners" 6 pages including 9 photos (Norwegian F-5 & Bell 412, Slovak MiG-29, Danish F-16, & Swedish Viggen).
#19 (52 pages) "Des Russes sur le Normandie-Niemen" 5 pages including 10 photos (Su-27 & Mirage F1CT). "Des Falcon de Toutes les Couleurs" 4 pages including 9 photos of Belgian F-16. "De France et de 'Navarre'" 3 pages including 6 photos and 3 unit badges. "Le crepuscule de Fouga (2)" 8 pages including 12 photos. "MAKS 97" 16 pages including 32 photos of the latest Russian a/c.

JETS: Toute l'Aeronautique Moderne (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).
#22 Octobre 1997 (52 pages) "Les Albatros a l'-Assault du Ciel Slovaque" 10 pages including 11 photos of Slovak L-39, cutaway drawings, and 1/72-scale 3-view drawing. "La Kansas Air National Guard" 5 pages including 10 photos of B-1s. "Ravitailleur en Vol" 5 pages including 7 photos of French Mirage 2000. "Le Hunter au Chili" (3eme partie) 5 pages including 8 photos. "La Fleet Air Arm" 11 pages including 16 photos. "F-18 Hornet au l'Ilmavoimat" 4 pages including 6 photos of Finnish Hornets.
#23 Novembre 1997 (52 pages) Color photos: Polish MIG-23 & MiG-29. "En Vol sur Mirage 2000-5" 4 pages including 5 photos. "La Force Aerienne Colombienne" 7 pages including 14 photos (Tucano, Kfir, Bell 212, T-34A, C-130, T-37, Pucara, IAR glider, & OV-10A). "Central Enterprise" 4 pages including 6 photos (German Tornado IDS & Spanish Mirage F1). "Wyvern & Sea Vixen" 3 page review of the 1/48-scale kits including 11 photos of the models. [Editor's note: A new section "Cahier Historique" with only b&w photos.] "Dien Bien Phu" 8 pages including 17 photos (C-47, B-26, C-117, & Bearcat). "Les Super-Mystere" 8 pages including 9 photos and a page of detail drawings of the undercarriage.
#24 Decembre 1997 (52 pages) "RIAT 97" 4 pages including 10 photos (Ukraine Il-76 & Su-27 and Hungary MiG-29). "Portes Ouvertes a New Dehli" 3 pages including 6 photos (Indian Mirage 2000, MiG-29, An-12, An-32, & Jaguar). "Dien Bien Phu" 7 pages including 13 b&w photos (S-55, Privateer, Hellcat, & Helldiver) and 2 color side-view drawings of Bearcats. "Operation 'Opera'" 6 pages on the Israeli attack on Iraqi nuclear facility including 4 photo (F-15 & F-16), and 3 maps. "Les Super Mystere" 7 pages including 3 color & 6 b&w photos and a 4-view drawing. "Mirage 2000-5" 7 pages including 13 photos. "Lockheed T-33: Maquette Hobbycraft au 1/48eme" 5 pages including 5 color photos of model finished in French markings.

AVIONS: Toute l'Aeronautique et son Histoire (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).
#55 Octobre 1997 (52 pages) "Fokker Dr.1" (1ere partie) 8 pages including 19 photos and cover painting. "Le Vought SB2U Vindicator" (4eme partie) 5 pages including 15 photos of British Chesapeake. "A.N.F. Mureaux" (1ere partie) 6 pages including 10 photos of 130/131 & 110. "Les Dornier Do 17K Yougoslaves" (2eme partie) 10 pages including 14 photos, 4 pages of scale drawings, and 2 color side-view drawings. "Le Koolhoven FK 58" (3eme partie) 7 pages including 14 photos. "Spitfire sur l'Indochine: Spitfire LF IXc d'Hasegawa au 1/72eme" 4 pages including 8 color photos of the model.
#56 Novembre 1997 (52 pages) "Des couronnes dans les etoiles" one page with 2 photos (Swedish FVM J23 & Beech 18). "la Lorraine et la gloire" 4 pages including 7 photos of German a/c shot down by Guynemer. "Avec les As de ma JG 53 en Mediterranee" 4 pages including 12 photos. "Le Fairey Albacore" (1ere partie) 5 pages including 11 photos and color cover painting. "Fokker DR.1" (2eme partie) 7 pages including 11 photos, 2-page cutaway drawing, and 3 color side-view drawings. "ANF Mureaux" (2eme partie) 5 pages including 12 photos (111, 112, & 113). "Les Dornier Do 17K Yougoslaves" 10 pages including 23 photos (Yugoslav, Croatian, Hungarian, Bulgarian, & Italian), and 3 pages of 1/72-scale drawings. "Les TA 152H de Dragon" 4-page review of the 1/72- and 1/48-scale kits including 6 photos of the models. [Editor's note: A review of the HitKit Potez 25 announces that decals are included for "la Pologne (2 decos), l'Abyssinie, la Paraguay, la Roumanie (2 a cocardes et 1 a croix), la Yougoslovie, la France (4 de l'Armee de l'Air et 3 de l'Aeronautique navale).]
#57 Decembre 1997 (52 pages) "Retros du Mois" one page with 2 photos (Albert TE 1 and A.10). "Texans sur l'Arabie" 6 pages including 8 photos (Syria, Egypt, Lebanon, Jordan, & Yemen) and 2-view color drawings of the Syrian Texan that shot down an Israeli Avia S-199. "Le Fairey Albacore" (2eme partie) 8 pages including 14 photos, a 2-page cutaway drawing, and a 1/72-scale 6-view drawing. "Les Vultee V-1A Espagnols" 4 pages including 12 photos. "ANF Mureaux" 6 pages including 14 photos (113, 114, & 117) and color cover painting of a Mureaux 115 under attack by three 109s. "Le Chasseur triplan Fokker DR.1" (3eme partie) 7 pages including 13 photos and 3 color side-view drawings. "Le Breda Ba 27M de Modelkrak au 1/72eme" 3 pages including 8 color photos of model.

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).
3/97 (40 pages) Nothing of small-air-force interest.
4/97 (40 pages) Nothing of small-air-force interest.
5/97 (40 pages) Nothing of small-air-force interest.

ITALY

AERO FAN (Giorgio Apostolo Ediore, Via Ampere 49, 20131 Milano). Italian/English.
#60 1997 (68 pages) "Macchi C 94: An Italian Flying Boat" 22 pages on a/c in Italian and Argentine service including 26 photos (2 in color), 5 route maps, 3 pages of 1/100-scale drawings, and 3 color side-view drawings. "A Mystery Solved" 8 pages on history of all-yellow Re.2001 recovered in 1991 including 12 photos and one color side-view drawing. "The Startplano" 8 pages on proposal to carry gliders into battle on the back of power a/c including sketches. "Italian Flying Boats in Romanian Service" 13 pages including 22 photos (S.59, S.55, S.62, & Z.501). "Photo Page" 5 pages with 12 photos. "Markings and Insignia" one page with 3 photos. "Italian Aircraft Register" 4 pages including 4 photos.
#61 1997 (68 pages) "A Tragic Night Mission" 12 pages story of a pilot's missions over Malta including 19 photos (8 in color) of Z.1007. "Misunderstood Monoplane: the Caproni Ca.20" 9 pages including 8 photos, 1/50-scale 3-view drawing, and sketches. "Italian Floatplane Fighters" 15 pages including 21 photos (M.5, M.7, M.41, M.71, S.67, Cant 25, CR.20, Ro.44, & Ro.51). "Brazilian Sailors and Italian Wings" 5 pages including 5 photos (M.7 & M.9). "Pallavicino's Projects in Argentina" 7 pages on proposed jet versions of the I.Ae. 30 Namcu including one photos and two 3-view drawings. "Italian Aircraft in Hungary: in the early days of military aviation" 7 pages including 8 photos (Ca.101, Ca.97, & CR.20). "Photo Page" 3 pages with 6 photos. "Markings and Insignia" one page with 2 photos. "Italian Aircraft Register" 3 pages with 2 photos.

NOTIZIARIO DI PLASTIMODELLISMO (CMPR Club Modellismo Plastico Ravenna, PO Box 96, 48015 Cervia) Four issues L45.000 sea mail or L50.000 via air mail. Payment by cheque or IMO, Italian funds preferred.
3/97 "Caproni Ca.101 D.2" 20 pages including 5 interior & 9 exterior photos, 4 pages of drawings of construction detail, and 3 side-view drawings; plus a giant pull-out scale 3-view drawing. "Un C.R. 25 a Berlino" 5 pages including 4 photos

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000

Europe, L 30.000 elsewhere).
#8 Agosto 1997 (100 pages) Color photos: Albania Il-14; Malaysia F/A-18D; and Nepal HS.748 'RAM-20'. "AMX in Brasile" 4 pages including 7 photos. "50o Stormo" 4 pages including 5 photos and 2 color side-view drawings (F-84F & Tornado IDS/ECR). "Alla ricerca di Giuseppe Rossi" 5 pages including 10 photos and 3 drawings.
#10 Ottobre 1997 (100 pages) Color photos: Romanian An-24 '801', Thai S-70B, Irish Defender '254', Spanish CN-235 '35o2', Swedish J-29 '10' 'R', Austrian Draken '03'. "I Fulcrum della Luftwaffe" 4 pages including 9 photos. "3rd Stormo" 4 pages including 5 photos and 2 side-view drawings (RF-84F & AMX). "Stories of a Normal Pilot" 5-page story, including 5 photos, of an Italian pilot of the ANR and the destruction of his squadron's 109s by USAAF Thunderbolts.

NETHERLANDSI

MODELBOUW IN PLASTIC (IPMS-Nederland, PO Box 40082, NL-8016 DB Zwolle). Now with English captions and summary.
3/97 (44 pages) "1:32 vacuform Mitchell" 7 pages including 16 photos of model and a 3-view drawing of B-25D of 320 Sqn. (Dutch) with invasion stripes.
4/97 (32 pages) "Demoteam 323 Squadron uit 1955" 4 pages including 7 photos and a tone 3-view drawing of a Meteor F.8. "SIG IDF/AF" 6 pages including 21 photos of models.

USA

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues $30.00 USA or $30 overseas).
#158 Nov 1997 (148 pages) "A Romanian First" 3 pages including 6 photos of early experiments with gliders. "RIP Moisant and Hoxsey" 2 pages. "The Bumble Bee" 5 pages including 2 photos. "Curtiss Pushers: Part V(c)" 13 pages including 7 photos. "Martin-Handasyde" 13 pages including 13 photos, scale drawing, and drawings of details of their #3 Monoplane. "Curtiss R-4L (Liberty)" 8 pages including 5 photos and a 3-view drawing. "History of the Albatroswerke: Pt II" 4 pages.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues $30.00 USA or $30.00 overseas.).
#44 Oct. 1997 (84 pages) "Oshkosh '97" 4 pages including 7 photos (Cunningham-Hall PT-6F, Bulh Sport Airsedan, & Curtiss-Wright 19R). "A Short History of French Fighter Airplanes, 1918-1934" (Part 2) 13 pages including 20 photos (LeO 8, Wibault 3 & 12, De Monge 52, De Marcay 4, NiD 29 & 24, Spad 20, 81 & 61, Dewoitine 19 & 15, Potez 23 & 26, Bernard 14 & 12, Gourdou-Leseurre 32, Levasseur PL 6, Salmson 5, and Villiers 24) and 4 small 3-view drawings (NiD 37, Dewoitine D 1, Gourdou-Leseurre 30, & Avimeta 88). "The St. Louis Aircraft Corporation Revisited" 14 pages including 21 photos (Cardinal & motorized balloon cars) and 3-view drawing of the Cardinal. The color of the trim on the magazine cover was chosen to match that of the Cardinal. "The Flying Fort's Big Brother" 25 pages on the B-15 including 38 photos and 3-view drawings of B-15 in experimental camouflage. "Details" early Monocoupe 7 photos; Macchi M.16 (2 photos); and 2 pages of drawings of the J2F-1 Duck landing gear. "ID UNK" 2 pages including 6 photos.

ESM 72 (Model-Aire International, PO Box 159, Olema, CA 94950. Quarterly. $24.00 per volume. $30.00 outside the USA.)
Vol 2, No. 2, Summer 1997 (68 pages) Aircraft Update; Aircraft Kit Listing "N-Q"; Vehicle Updates; Vehicle Kit Listing "N-Q"; Figures; Ships & Boats Updates; Vehicle Conversion Updates.
Vol 2, No.3, Fall 1997 (68 pages) Aircraft Updates, Aircraft Kit Listing "R-S", Vehicle Updates, Ships & Boats Updates, Rickets, Missiles & Spacecraft Updates, Artillery Updates, Vehicle Conversion Updates, Vehicle Parts & Accessories Updates, Figures Updates.

Serial Numbers of the Royal Air Force's RB-45Cs

In early fifties, USAF's RB-45Cs were "loaned" to Royal Air Forces(RAF) to conduct spy flight inside the Soviet Union. The purpose of these overflights was to photograph the radar images of the potential nuclear strike target areas so that in case of a nuclear retaliatory attack, the bombardiers would be able to recognize their targets from the radar scopes instead of visually on the viewfinder's scope. This was especially true for a retaliatory attack which could happen any time night or day and usually without the benefit of good weather. Therefore, visual recognition of the target was considered not a reliable means. According to Reference 1, the Strategic Air Command of the USAF wanted to send its reconnaissance aircraft to take the radar images but the idea was rejected by President Truman as too risky. USAF then asked RAF for help and RAF accepted the challenge. Since RAF did not have the type of reconnaissance aircraft with the necessary speed, service ceiling and radar equipment, 4 RB-45Cs were loaned to RAF. The overflights were conducted from Sculthorpe RAF base in England. In each mission, only 3 RB-45Cs were involved in the actual reconnaissance flight, one was used as spare. They carried RAF roundel and tail fin color but without any RAF serial number on the fuselage as they were not assigned any. USAF insignia and serial #s were removed. Shortly after each mission, these loaned RB-45Cs were returned to US possession and repainted with USAF markings. There was no particular paint scheme from the available photos. These RB-45Cs were all in bare metal. They were manned by RAF crews and the detailed account of their missions can be found in References 1 and 2. 3 night missions were planned but only 2 were conducted. The first mission was in April, 1952 and was a success. The second mission, which was planned for late 1952 or early 1953, was canceled by RAF. According to Reference 1, the RAF believed that the planned mission might have been compromised. The 3rd mission, conducted in April, 1954, was also a success. A lot of useful information was collected with no loss of any RB-45C. It should be noted that not the same RB-45Cs were loaned to RAF in each mission. This might have been due to the fact that only a small numbers of RB-45Cs were built and their availability was somewhat limited as some were also deployed in Japan for the Korean war. This operation was considered so secret that the transfer of these RB-45Cs to the RAF was not explicitly documented in the Air Force's Individual Aircraft Record Cards. However, based on the timing of the deployment and other telltale information available from the Aircraft Record Cards, the serial #s of these RB-45Cs were identified as follows:

1st mission (April 1952)
48-0019, 48-0034, 48-0036, 48-0042
2nd (planned) mission (late 1952)
48-0023, 48-0029, 48-0036, 48-0041
3rd mission (April 1954)
48-0031, 48-0035, 48-0037, 48-0040

References:

1. Spy Flights of the Cold War by Paul Lashmar.
2. Article titled "Before the U-2: Secret Flights Over Russia" by R. Cargill Hall published in The Quarterly Journal of Military History Magazine Volume 9 # 3 (Spring 1997).

Author's Note: References 1 and 2 provided the author with a lot of telltale information important in identifying the RB-45Cs loaned to RAF. Photos of RB-45Cs in RAF markings had surfaced as early as 1984 but any description of their mission from the articles published back then was sketchy at best. Also, as mentioned in the text, the individual aircraft records of RB-45C did not explicitly mention any transfer to RAF. This makes the process of identifying these "RAF" RB-45Cs that much more difficult. The author welcomes any additional information or correction to the article.

W. Yip (SAFCH #1421), 535 Diana Place, Arroyo Grande, CA 93420, USA.

The Royal Cambodian Air Force in 1996

Darasy Var

In 1991, a peace agreement was signed in Paris between the opposition Cambodian factions and the ruling Communist government. The agreement put the country under the United Nation Transitory Authority (UNTAC) from 1992 to 1993. As a result, a free and general election was setup to promote a new constitution. This new constitution change Cambodia into a kingdom with a parliamentary monarchy. At this time, the air force was renamed the "Royal Cambodian Air Force" (RCAiF) which in Khmer is TOAP AKAS KHEMARAK PHOUMIN.

After the withdraw of the UNTAC units at the end of 1993, the resulting vacuum left was filled with difficulty by the RCAiF. In 1994, they faced many problems brought on by the reduction of personnel required by UNTAC. The new air force was formed from the former Communist Air Force (People Republic of Kampuchea Air Force) and the personnel of the opposition factions. By this time, most of the aircraft (most was ex-USSR) were no longer airworthy and, because the lack of spares parts and a meager budget, several types were withdrawn from service.

After nearly 20 years of civil war, Cambodia still finds itself a divided land because the Khmer Rouge faction, one of the signatories of the Paris Agreement, withdrew their troops and occupied the northern part of the country. The RCAiF was engaged in fighting 1994 and 1995, but these actions were on a limited scale since the air force was very limited in manpower and equipment.

In 1995, the air force assumed the duty of providing air transport in support of rural development in the Kingdom. In this, they were assisted by the national airline, "Royal Air Cambodge", which is a joint-venture with Malaysian Air Service (MAS). This fleet is composed of two Boeing 737-400 for regional flights, three ATR 72-200 for domestic flights, and one DHC-6 Twin Otter.

An article. by H. de Frahan. in the a French magazine "Defense 2001", describes the organization of the RCAiF as follows:

Flying Training Squadron. This squadron is equipped with the six ULA/C-3 P-92 Echo with which to train and pilots. For the future, the RCAiF has expressed interest in purchasing some Van's Aircraft RV-6A (kit planes).

Helicopter Squadron This squadron consists of five Mil Mi-8 and six Mil Mi-17. Three Mi-17 are dedicated attack helicopter and are armed with two machine guns of 12.7 mm, one fitted on a flexible mount in the nose and the second on the port side of rear clamshell door. Outriggers on each side of the cabin are fitted with three pylons to carry six pods UV-16-57 or UV-32-57 containing 192 2.17-in S-5 air-to-surface rockets.

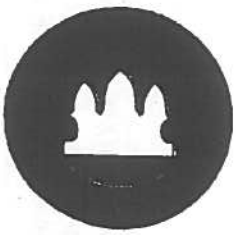
Transport and VIP Squadron. This squadron has three An-24PB which are assigned to the transport role for the government or nongovernmental organization. They were inherited from the former Kampuchea Air Line, the former national airline. Also on strength are: one Fokker 28, one Falcon 20, one Beechcraft King Air 200, one Cessna 401, one Cessna 421, one Socata Tobago, one Eurocopter AS-365 Dauphin, and two Eurocopter AS355 Ecureuil. All are dedicated to the VIP transport role. IN addition, there are two Harbin Y12 Turbo-Panda for the SAR and EVASAN role, and three Britten-Norman BN-2 for the maritime patrol and SAR role.

In many cases, Royal Air Cambodge is involved in transporting goods to the most distant provinces in the support of the rural-development policy. A small cargo company is leasing a Short C-7 Skyvan for support of the Army.

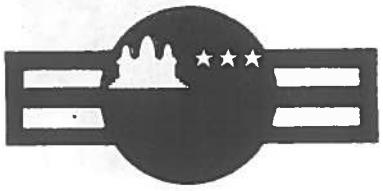
Fighter Squadron. This squadron is consists of six Aero L-39 purchased from Israel and a number of Mig-21bis and UMB which were refurbished by the IAI (Israel).

Darasy Var (SAFCH #1319), 16 rue de la Lairiere, 91 000 Evry, France.

Aviation royale khmère (1954-70)



Khmer Air Force
Khmer republic period(1970-75)



Democratic Kampuchea's Air Force
(Khmer rouge period 1975-79)



Peoples' republic of Kampuchea Air Force(1979-89)



State of Cambodia's Air Force (1989-92)



Cambodia under UN rule
UNTAC period(1992-93)



khmer script:KAMPUCHEA

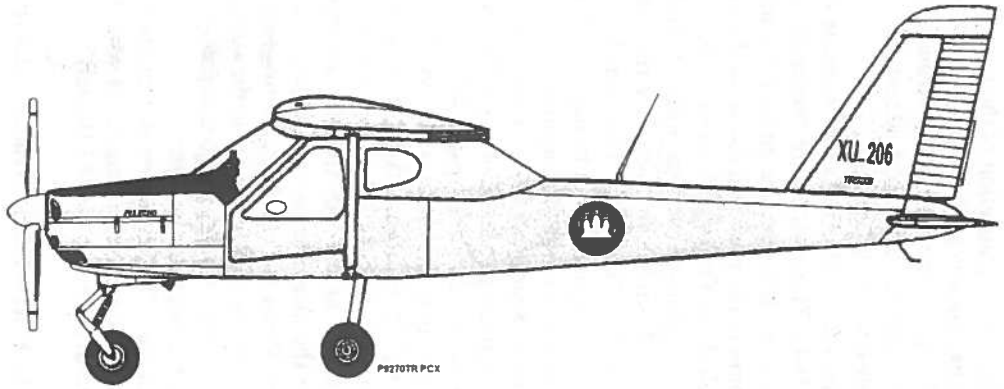
Royal Cambodian Air Force (since 1993)



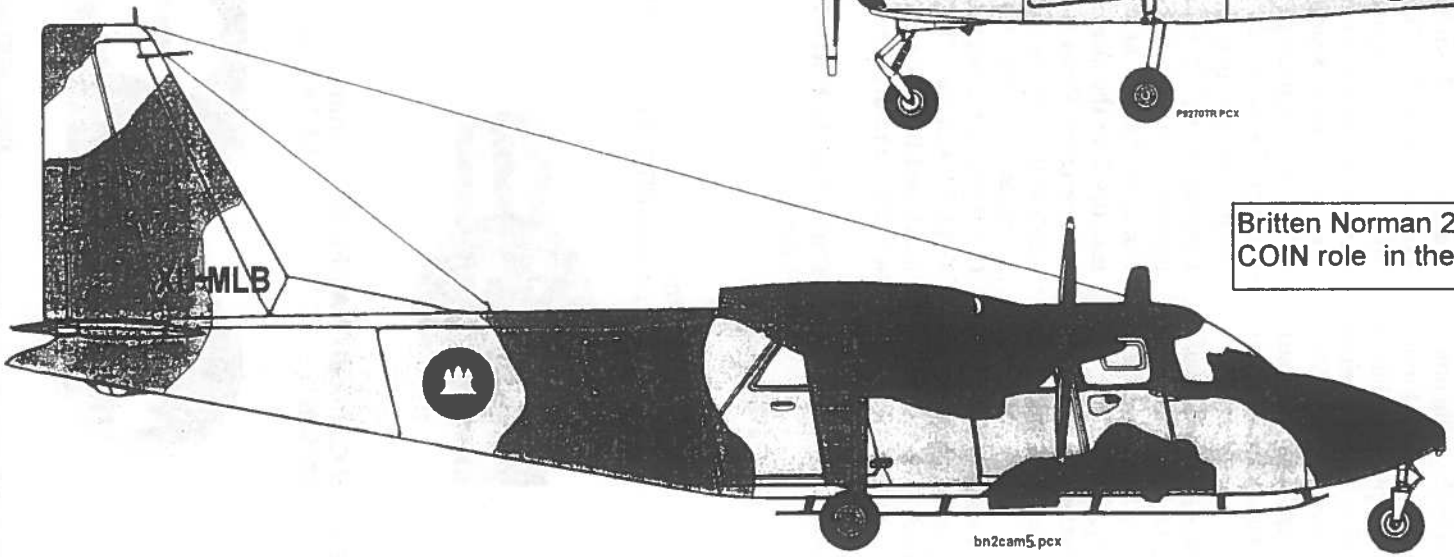
The Royal Cambodian Air Force in 1996

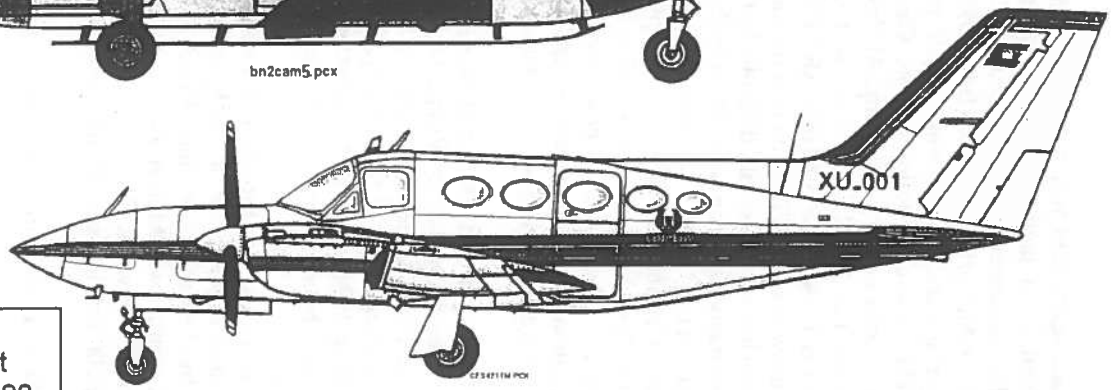
no scale applied

Ultra light A/C P92 ECHO(XU-206) forms the basic flying training A/C.



Britten Norman 2 Islander (XU-MLB)used for COIN role in the northern of Cambodia.

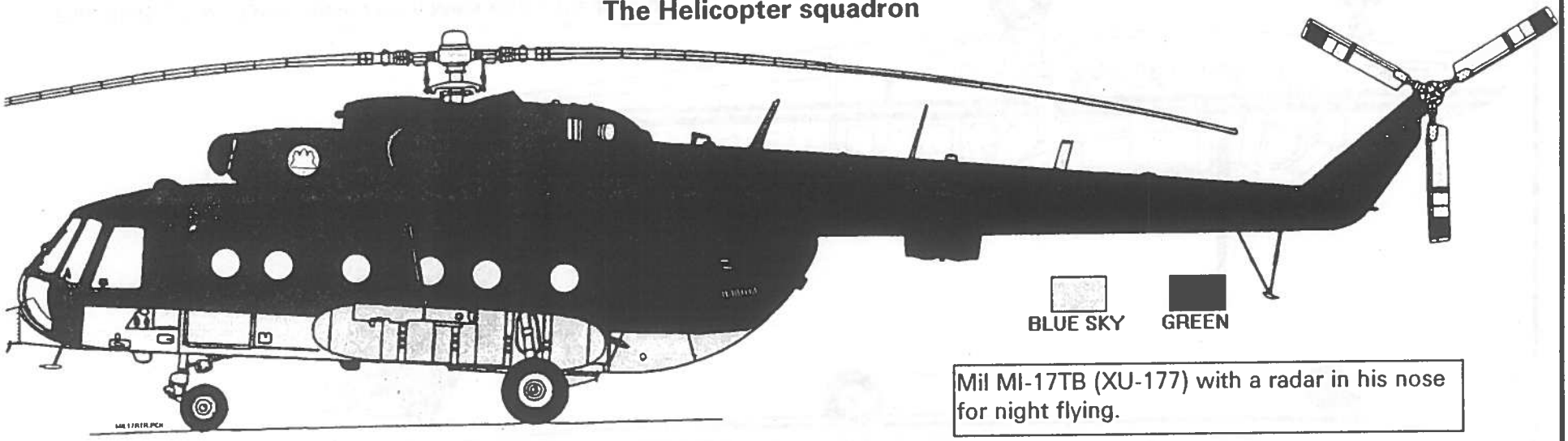




CESSNA 421 Golden Eagle(XU-001) for VIP transport.It was the former mount of the Royalist party members and reversed to RCAiF since 1993.

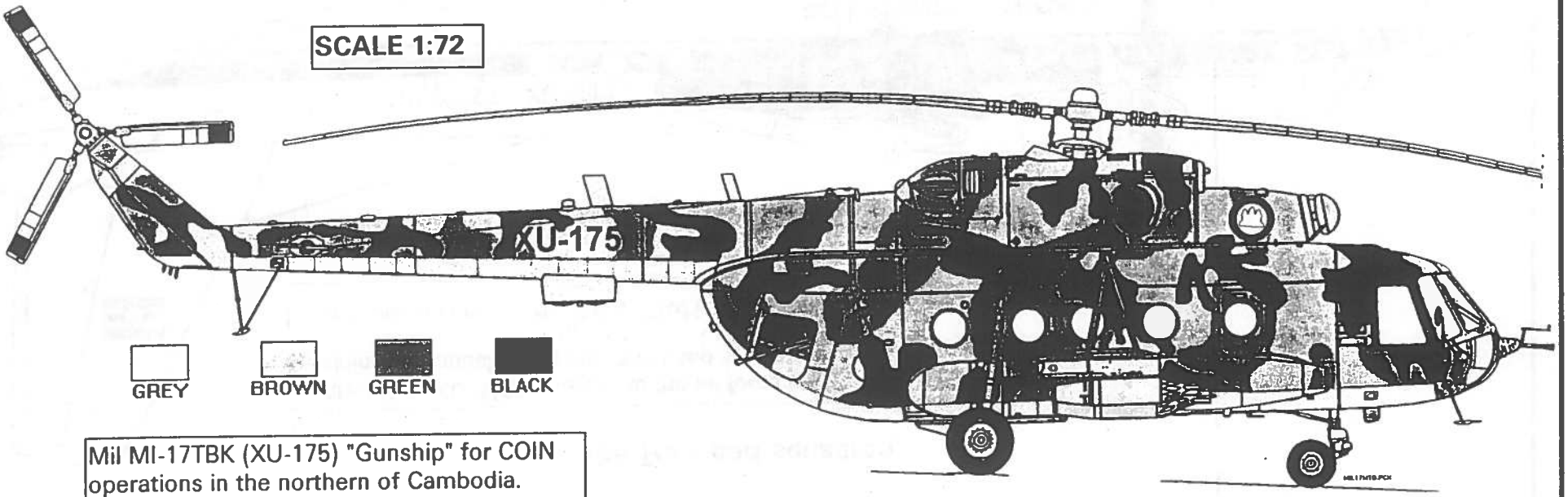
©Artwork D VAR 1996

The Royal Cambodian Air Force in 1996
The Helicopter squadron



Mil MI-17TB (XU-177) with a radar in his nose for night flying.

SCALE 1:72

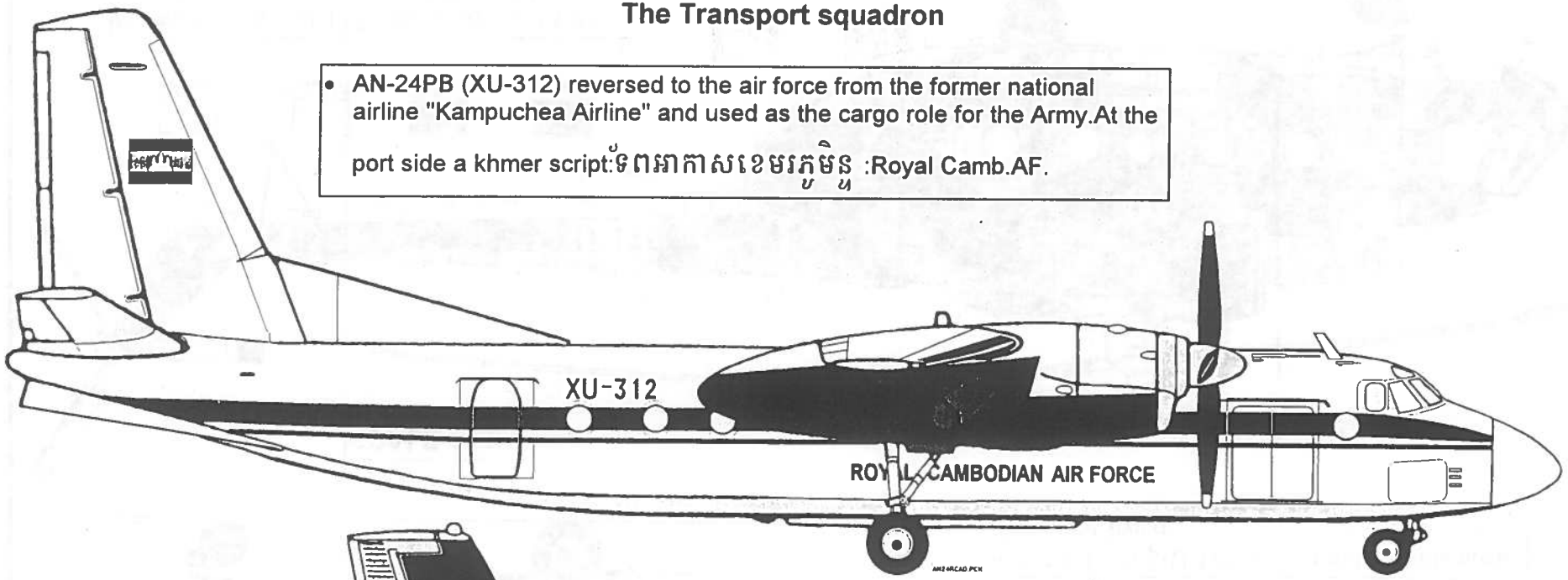


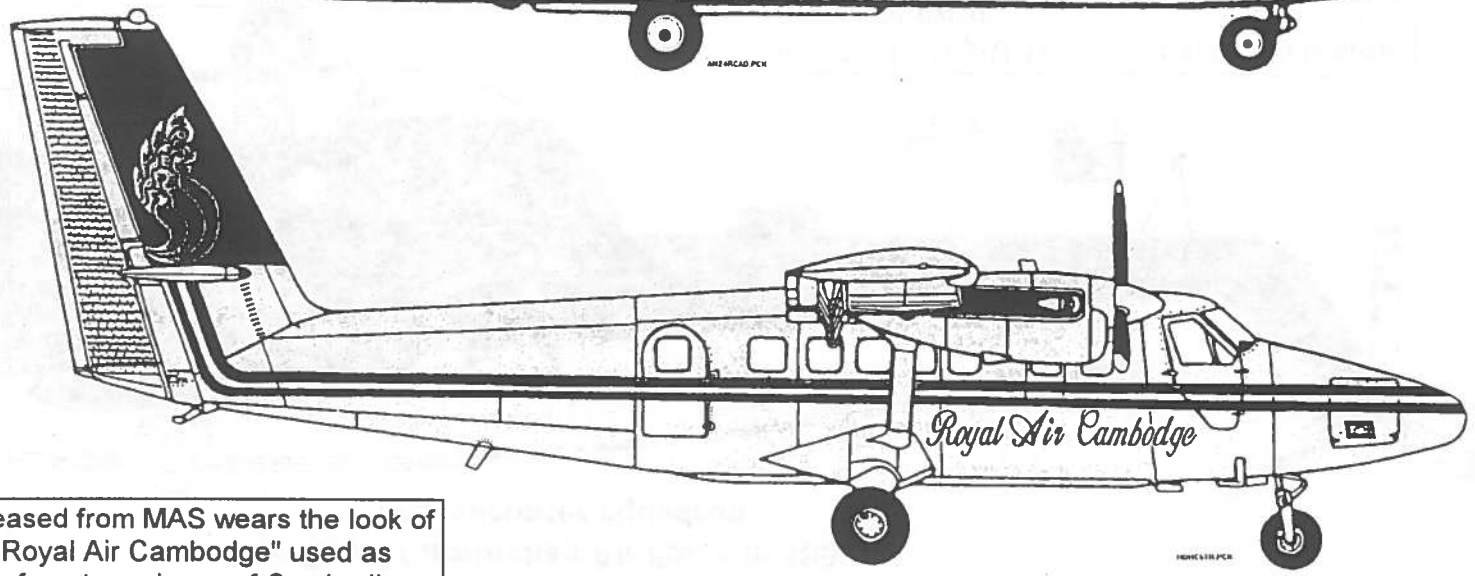
Mil MI-17TBK (XU-175) "Gunship" for COIN operations in the northern of Cambodia.

©Artwork D.VAR 1996

The Transport squadron

- AN-24PB (XU-312) reversed to the air force from the former national airline "Kampuchea Airline" and used as the cargo role for the Army.At the port side a khmer script:ទ័ពអាកាសខេមរភូមិន្ទ :Royal Camb.AF.





This DHC-6 Twin Otter leased from MAS wears the look of the new national Airline "Royal Air Cambodge" used as VIP GO/NGO transport to farest provinces of Cambodia.

©Artwork D VAR 1996

The T-6 Mexican Dive Bomber

An Update

Santiago A. Flores

[Author's note: Since the publication of the original article in SAFO #72, new information has come to light concerning the U-boat attack, the aircraft, and the man who flew it. This has come from information supplied by Dan Hagedorn of the NASM, Washington D.C., a study of Corl.P.A. Luis Medrano Noriega personnel file at the Secretaria de la Defensa Nacional (Mexico City), and aircraft photos supplied by Ing. Enrique Velasco Rojas.]

The First Mexican AT-6

On 30 May 1942, urgent orders were received, with the endorsement of the Mexican President Gral.de Div. Manuel Avila Camacho, to send a group of Mexican pilots to San Antonio, Texas, to pick up six North American AT-6B Texan trainers. The six pilot selected were: Mayor P.A. Luis Noriega Medrano, Capt.1/o.P.A. Jose Mena Barona; Capt.1/o.P.A. Ignacio Ortiz Diaz de Leon; Tte.P.A. Alfonso Gandarilla Garcia; Tte.P.A. Carlos Astorga Franco; Tte.P.A. Roberto Legorreta Sicilia.

(Of this group, Tte. Astorga Franco was later killed in a flying accident at Veracruz in 1943 and Tte.Legorreta Sicilia (later a Capt.2/o.) would fly combat operations with the 201st Mexican Fighter Squadron in the Philippines in 1945 (see SAFO, October 1996). While Gandarilla Garcia, later Capt.2/o., was reported to have also attacked a submarine, no information has been found to confirm this. Coronel P.A. Luis Noriega Medrano retired from the air force on 1 February 1949 and passes away on 18 August 1979 at the age of 75.)

After completing a two-week course at Duncan Field, San Antonio, they set off for Mexico City on 13 June 1942 following the route: Duncan Field, Laredo, Plaza Monterrey, Nuevo Loen, Tampico, and Mexico City. Major Noriega mentions in his report that these aircraft were handed over with no paperwork being required and no cost for the fuel for the flight to Mexico City. All six aircraft arrived at Balbuena Airfield, Mexico City, on 14 June 1942 at 15:35 hours.

Mexican Texans

The six North American AT-6B Texan trainers picked up were: 41-17428, 41-17429, 41-17430, 41-17431, 41-17432, and 4117433. A photo of these aircraft appeared on page 52 of June 1944 issue of "Western Flying" in an article titled "Mexico's Air Force " by Lynn Thomas. The heading photo of this article shows five AT-6B lined up ready to go with the pilots in the cockpits. These aircraft are in a natural metal finish and the USAAC serial numbers 117429 and 117431 are visible on the rear fuselage of two of the aircraft. They all carry the Mexican Air Force tricolor tail stripes.

Either before they left for Mexico, or after their arrival, they were painted OD green on top with grey undersides. From the study of photos of the aircraft in Mexican service, it appears that Mexican Air Force insignia were not painted on the fuselage, but only on the wings (two on the top and two on the bottom), and the aircraft number was painted on the fin. It also appears that they were numbered in a sequence immediately following that of the six Vought Kingfishers OS2U-3 which had received two digit number 69 to 74. The first AT-6B would, therefore, have received numbers P-75, P-76, P-77*, P-78*, P-79, and P-80*. (The * indicates numbers confirmed by documents.) Another interesting thing to note is that the aircraft carried the letter "P", possibly for PATRULLA (Patrol), designating their intended role.

As reported in the Mexican press, more North American AT-6 were acquired; 4 on 23 July 1942; 10 on 24 August 1942; 7 on 27 August 1942; 6 on 14 November 1942; and 6 on 9 December 1942. During World War II, the Mexican Air Force would received, via the Lend-Lease program, a total of 84 AT-6 trainers as follows. AT-6B-NT 6; AT-6C-NT 31; AT-6C-5-NT 6; AT-6C-10-NT 12; AT-6D-NT 10; AT-6D-1-NT 19.

Under the lend-lease program, the designation letter was probably changed to "B" for BOMBARDERO (Bomber). However, the only known number is B-110.

After completion of a training period, another order was received, dated 4 July 1942, in which an "Escuadrilla" (Flight) of AT-6B (P-77, P-78, and P-80) were ordered to establish a base at Tuxpan, Veracruz. The personnel assigned were three pilots and two mechanics: Mayor P.A. Luis Noriega Medrano; Capt.1/o.P.A. Jose Mena Barona; Tte.P.A. Alfonso Gandarilla Garcia; Sgt.1/o.Mec. Fernando Lozario Espana; and Sgt.2/o.Mec. Aurelio Becerra Suarez.

The Attack on U-129

The 5 July 1942 attack on U-129 by Major Noriega occurred while he flying AT-6B P-80. This information is based on his flight records and in this short statement found in his personnel file:

"Luis Noriega Medrano, Pilot Aviator of the Mexican Air Force, as active commander of the second squadron of the 2/o.Air Regiment. 'On 5 July 1942, two M-30 demolition bombs of 100 lb each were consumed when dropped in action against an enemy submarine.' The proceeding is given in the Plaza of Tampico, Tampico, on the sixth day of July 1942. (signed) Luis Noriega Medrano, and endorsed by Gral.Brig.Cdr of the 8/o. Military Zone, (signed) Anacleto Guerrero Guarjardo."

From German records, we learn that U-129, commanded Kapitan Leutnant Hans Witt had sunk the Mexican tankers "Tuxpan" on 26 June and "Las Choapas" on 27 June 1942. They also show that, on 5 July 1942, U-129 did four emergency dives after spotting aircraft. The first one is noted as follows. "Alarm vor Flugzug nv.130o typ North American Aufgetaucht". Furthermore, the next day, 6 July, at about 1345 hours U-129 would dive after spotting another North American aircraft.

By 31 December 1942, he had accumulated a total of 1,766:12 flying hours as follows. Instructor: 1,060:46; Route: 607:28; Campaign: 97:58.

Appendix 1: Flight Record of Mayor Luis Noriega Medrano from mid June to early November 1942

Date	Type	A/C	Time	Remarks
17 June 42	North-Amer	P-80	0:25	Practice
18 June 42	North-Amer	P-80	0:50	Practice
19 June 42	North-Amer	P-80	1:00	Practice
27 June 42	North-Amer	P-80	1:30	Practice Bombing
28 June 42	AT-6B	P-80	2:42	Route, Search
29 June 42	AT-6B	P-80	1:00	Route, Search
01 July 42	AT-6B	P-80	5:25	Reconn flight
03 July 42	AT-6B	P-80	0:30	Route
05 Jily 42	AT-6B	P-80	5:25	Exploration, Reconn, Bombing.
06 July 42	AT-6B	P-80	2:30	Reconn flight
07 July 42	AT-6B	P-80	4:00	Reconn flight
08 July 42	AT-6B	P-80	2:20	Reconn flight
09 July 42	AT-6B	P-80	1:45	Route
10 July 42	AT-6B	P-80	2:40	Reconn flight
15 July 42	AT-6B	P-80	1:30	Reconn flight
16 July 42	AT-6B	P-80	4:50	Patrol Convoy and Exploration.
17 July 42	AT-6B	P-80	1:45	Patrol Convoy and Exploration.
19 July 42	AT-6B	P-80	3:35	Patrol Convoy Exploration
22 July 42	AT-6B	P-80	1:45	Reconn flight
24 July 42	AT-6B	P-80	1:40	Reconn flight
16 Oct 42	Corsario	11	0:20	Practice
02 Nov 42	Corsario	53	0:20	Practice
04 Nov 42	Corsario	11	0:30	Practice

Appendix 2: American Report On Anti-Submarine Patrols by the Mexican Air Force. Dated 25 September 1942.

This report gives the Fuerza Aerea Mexicana strength of North American AT-6 Texans as follows. 10 AT-6B and 8 AT-6C.

"Patrols along the West coast and Lower California are made once each day by a flight of three planes. From Ensenada, the planes go south to the 28th parallel. This patrol covers the West Coast of Lower California and the round trip is usually made in one day. Planes from Hermosillo cover the Gulf of California from Punta Penasco in the North to the 28th Parallel in the South. Planes from Santa Rosalia and La Paz cover the rest of the peninsula, while those from Mazatlan cover the mouth of the Gulf of California. In the Gulf of Mexico, patrols are infrequent, the aircraft being used to convoy ships running between Mexican gulf ports and the US. The three aircraft based at Merida run a one-plane daily patrol around the Yucatan peninsula, stopping at Cozumel and Chetumal."

Appendix 3: The participation of Capt.2/o.P.A. Luis Noriega Medrano during the Rebellion of General Saturino Cedillo in the State of San Luis Potosi, 24 May 1938 to 11 January 1939.

Capt.2/o.P.A. Luis Noriega Medrano, belonged to the 2/o.Air Regiment based at Mexico City. He joined the "Escuadron Mixto" under the command of Gral.de Brig.P.A. Alfredo Lezama Alvarez.

Date	Remarks
May 21, 1938	Joined the "Escuadron Mixto" in Vought Corsair V.99M No.35, carrying two passengers.
May 22, 1938	Returned to Mexico city in Vought No.35.
May 24, 1938	Returned from Mexico city in Vought No.35 with Tte.P.A. Hilario Romero Martinez.
May 25, 1938	Exploration flight in No.35 with Tte.P.A Eduardo Grados Gutierrez.
May 25, 1938	Bombing and strafing of rebels in the town of El Rucio, with five more Corsairs, with Obs.Tte.P.A. Vicente Guerrero Amezcua, a total of 55 bombs and 800 rounds of 7-mm were used.
May 26, 1938	Attacked a group of rebels that had assaulted passenger train in No.35 with 2 more Corsairs. His Obs. was Tte.P.A. Hilario Romero Martinez. A total of 16 bombs and 600 rds of 7-mm ammo were consumed.
May 27, 1938	Reconn flight in No.35 with Tte.P.A. Lucio Chinas Lopez with another Corsair.
May 27, 1938	Reconn flight in Consolidated No.9 with Tte.P. A.Hilario Romero Martinez.
May 28, 1938	Reconn flight in Vought No.35 with Tte.P.A. Fernando Gonzalez de la Llave.
May 28, 1938	Reconn flight in Vought No.35 with Tte.P.A. Hilario Romero Martinez.

In total, the "Escuadron Mixto" accomplished the following. Total Number of Missions: 80; Hours flown: 396:12; Bombs dropped: 182; 7-mm ammo fired: 2480 rds.

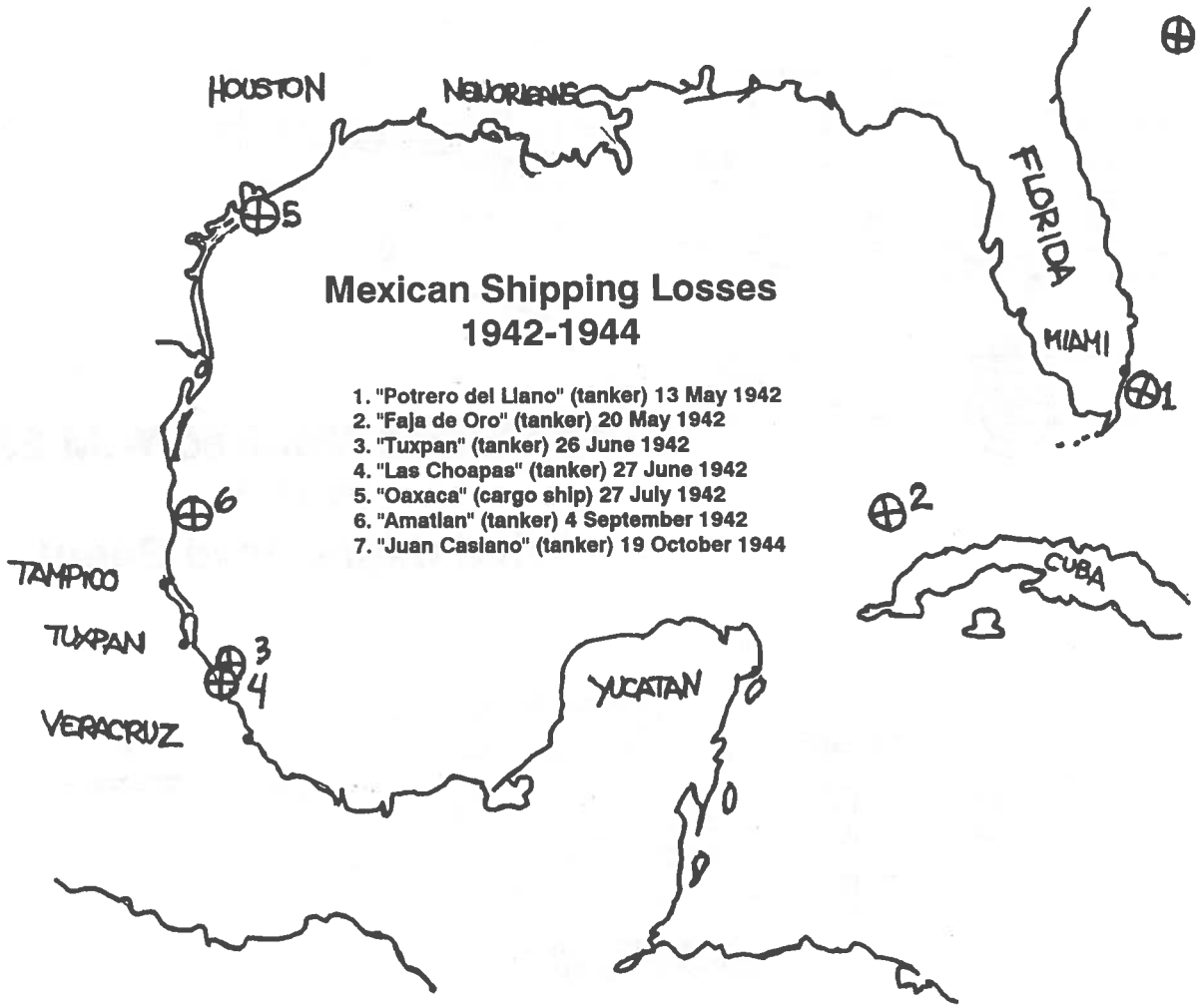
Sources and References

1. Letter from Dan Hagedorn, dated October 31, 1994.
2. "The T6 Mexican Dive Bomber" by Santiago A. Flores, SAFO Vol.17 No.4 (72), December 1994.
3. Expediente "Noriega, Medrano, Luis, Corl.P.A. Pensionado", Secretaria de la Defensa Nacional, Mexico D.F., November 13, 1995.
4. "Western Flying", article "Mexico's Air Force" by Lynn Thomas, June 1944.
5. Records of U-129 for the dates of July 5, 6, and 7, 1942, courtesy of the Bundersarchiv Militararchiv, Freiburg, Germany.
6. "Lend-Lease to Latin America, Part.I Army Aircraft" by Dan Hagedorn, AAHS, Vol.34 No.2, Summer 1989.
7."EL Ejercito y Fuerza Aerea Mexicanos" Vol.II, Secretaria de la Defensa Nacional, Mexico D.F., 1979.
8. "Tohtli" Revista Aeronautica Militar, Octubre, Noviembre y Diciembre de 1938, Mexico D.F.
9. "Tohtli" Revista Aeronautica Militar, Enero, Febrero y Marzo de 1939, No.1, 2 y 3. Mexico D.F.

Photo Captions (Photos on pages 143 and 144)

a. A group of Mexican boy scouts surround one of the AT-6B that arrived at Mexico City, circa 1942. (Hector Davila Cornejo).
b. Two Mexican officers in front of one of the six AT-6B for the Mexican Air Force, possibly at Balbuena military Airfield, Mexico City, 1942. (Hector Davila Cornejo)
c. Possibly North American AT-6 B-110 in flight somewhere over Mexico with bomb racks under wing. (Hector Davila Cornejo).
d. Another view of four of the six AT-6B at Balbuena military airfield, Mexico City 1942. Note the color scheme of the AT-6's. (Hector Davila Cornejo).
e. A flying view of one of the early AT-6B that Mexico received in mid 1942. Note the lack of the Mexican Air Force insignia on the fuselage. (Ing. Enrique Velasco).
f. A close up of the last in line waiting to leave the parking area with two in the background already on the taxing ramp. (Ing. Enrique Velasco
g. A group pf six AT-6B about to depart an unknown location, possibly on their way to Mexico City. Could this be the first six led by Maj. Noriega?
h. A Mexican Air Force ground personnel posing as gunner in an AT-6 which shows the mount of the 0.30 caliber machine gun. Photo taken at Mexico City, date unknown. (Ing. Enrique Velasco).
i. Two Mexican ground personnel in front of a North American AT-6B (possibly) armed with two 100 lb.bombs, one under each wing, circa 1942. (Ing.Enrique Velasco).
j. A view from the rear cockpit of a Mexican AT-6 on patrol in the Gulf of Mexico on a convoy patrol, circa 1942. (Ing. Enrique Velasco).

Santiago A. Flores (SAFCH #588), PO Box 430910, San Ysidro, CA 92143-0910, USA.

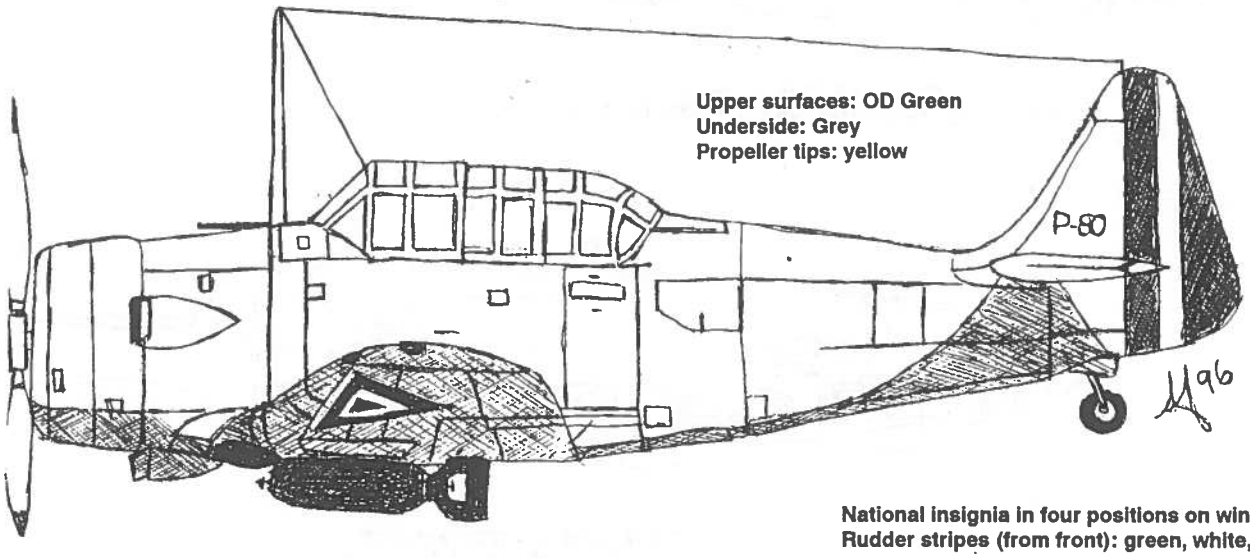


Mexican Shipping Losses 1942-1944

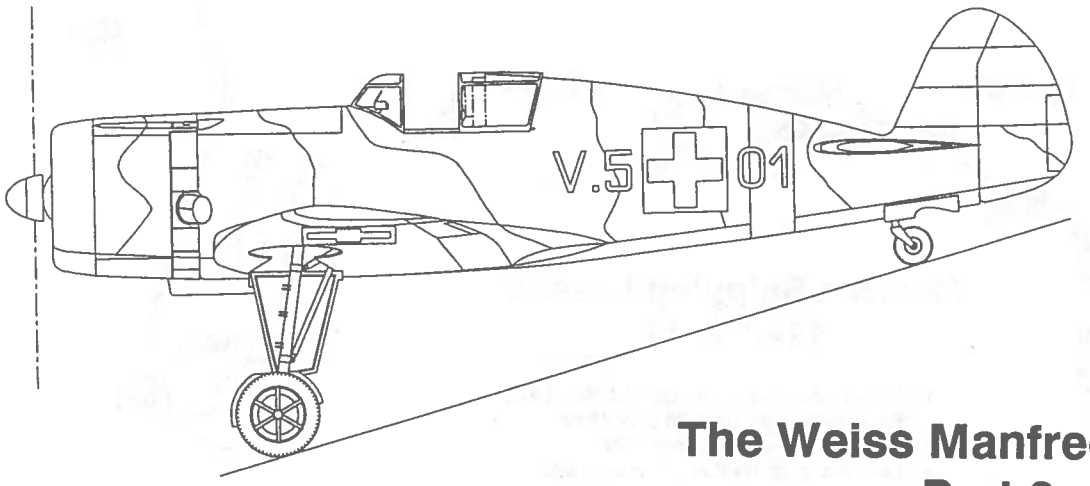
1. "Potrero del Llano" (tanker) 13 May 1942
2. "Faja de Oro" (tanker) 20 May 1942
3. "Tuxpan" (tanker) 26 June 1942
4. "Las Choapas" (tanker) 27 June 1942
5. "Oaxaca" (cargo ship) 27 July 1942
6. "Amatlan" (tanker) 4 September 1942
7. "Juan Casiano" (tanker) 19 October 1944

North American AT-6B Texan Mexican Air Force

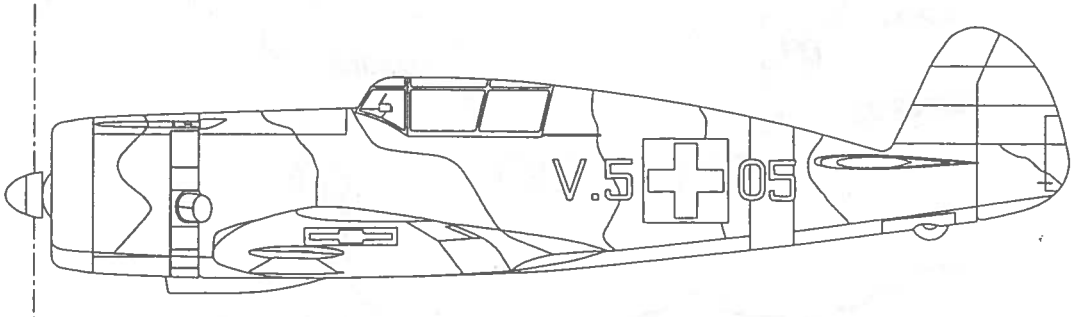
Assigned to Maj. P.A. Noriega, 2nd Sqdn, 2nd Air Regiment Anti-Sub Patrols, Gulf of Mexico, July 1942



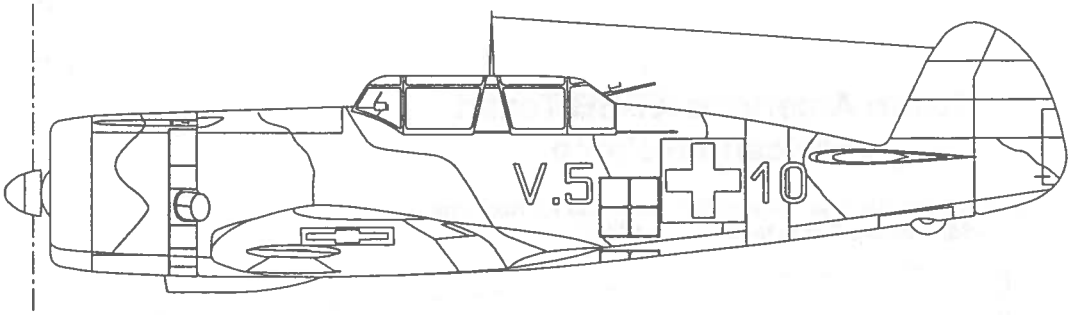
National insignia in four positions on wings
Rudder stripes (from front): green, white, red.



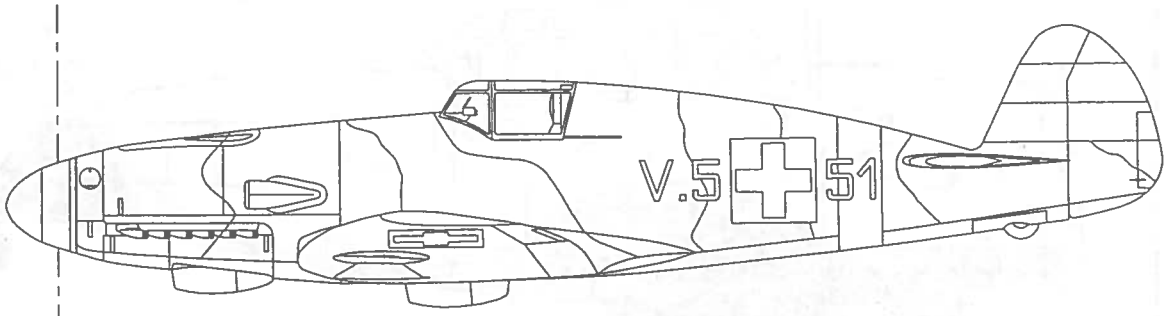
The Weiss Manfred W.M.23
Part 2
What might Have Been!



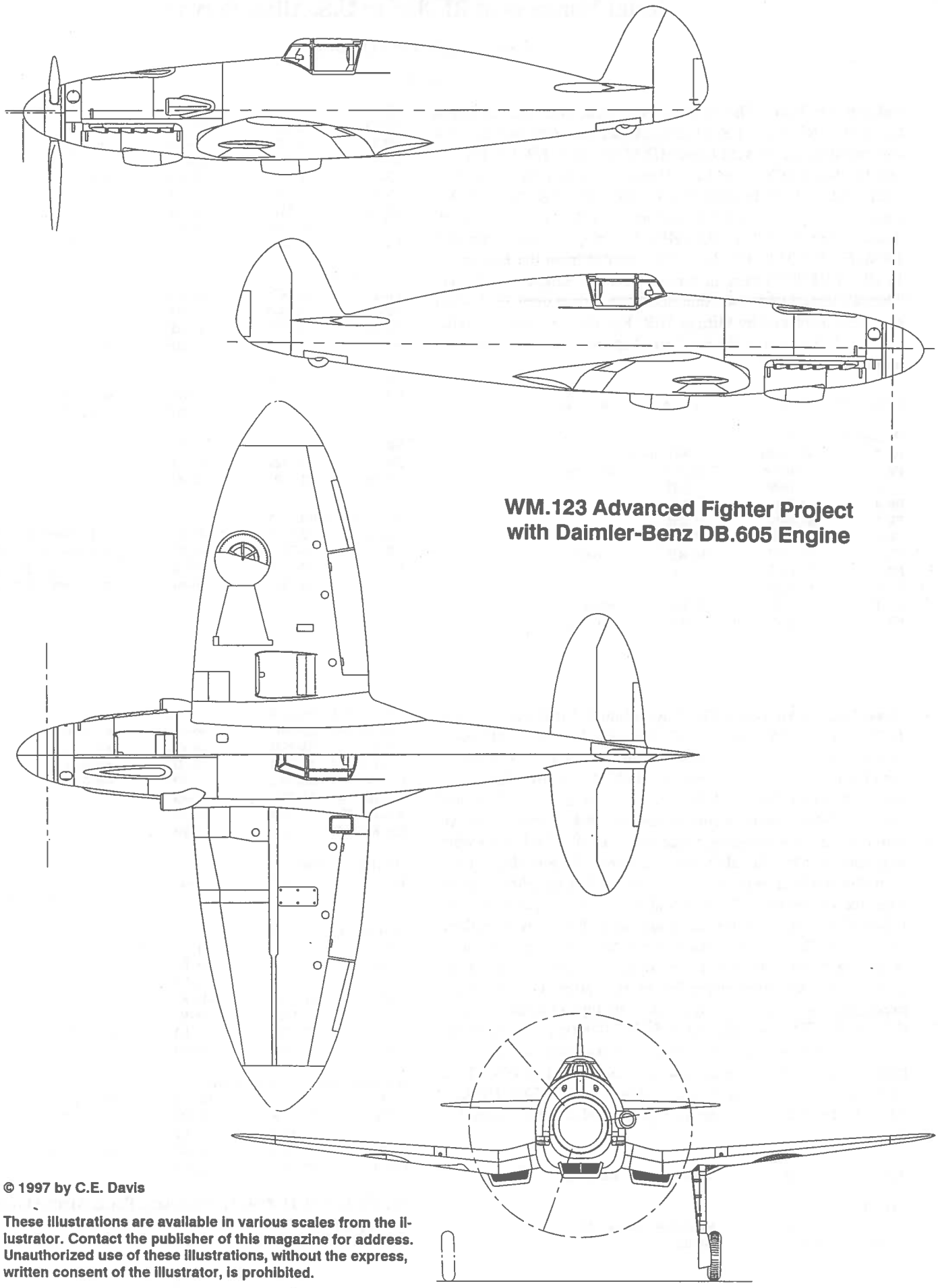
WM.23G "Gyakorlo"
DUAL-SEAT TRAINER PROPOSAL



WM.23 (WM.22B) "Felderito"
DUAL-SEAT RECONNAISSANCE BOMBER PROPOSAL



WM.123 ADVANCED FIGHTER PROJECT
(With a Daimler-Benz DB.605 in-line engine)



WM.123 Advanced Fighter Project with Daimler-Benz DB.605 Engine

© 1997 by C.E. Davis

These illustrations are available in various scales from the illustrator. Contact the publisher of this magazine for address. Unauthorized use of these illustrations, without the express, written consent of the illustrator, is prohibited.

Serial Numbers of RF-84F in U.S. Allies Service

Part 2: Belgium and Denmark

W. Yip

Belgian Air Force The Belgian Air Force received an initial batch of 24 RF-84Fs (FR-1 to FR-24) between 6/55 and 1/59. Of this initial batch, 20 were from MDAP funding (FR-1 to FR-20) and the last 4 (FR-21 to FR-24) were ex-USAF machine supplied under MAP. In 1963, 5 more RF-84Fs (FR-26 to FR-30) were received and in 1964, one more (FR-25) was received. These 6 were ex-USAF RE-84Fs. In 1965, the last batch of 4 RF-84Fs (FR-31 to FR-34) were received from the Luftwaffe. In all, 34 RF-84Fs were in service with the Belgian Air Force. They all served with #42 Smaldeel (squadron) until 1971 when they were replaced by Mirage 5BR. For the surviving aircrafts, 6 were preserved and the rest were kept in storage in Koksijide and later scrapped.

Belgian AF	USAF	Version	Remarks
(MDAP batch 1955/59)			
FR-1	51-11250	RF-84F-16-RE	
FR-2	51-16996	-21-RE	w/o 3/60
FR-3	51-16998	-21-RE	
FR-4	52-7240	-21-RE	
FR-5	51-1949	-16-RE	
FR-6	51-1958	-16-RE	
FR-7	51-1957	-16-RE	w/o 6/56
FR-8	51-11257	-16-RE	
FR-9	52-7229	-21-RE	
FR-10	52-7230	-21-RE	w/o 1/59
FR-11	51-16999	-21-RE	w/o 10/56
FR-12	52-7238	-21-RE	
FR-13	52-7237	-21-RE	w/o 5/60
FR-14	52-7281	-26-RE	w/o 12/66
FR-15	52-7282	-26-RE	
FR-16	52-7279	-26-RE	w/o 8/56
FR-17	52-7297	-26-RE	
FR-18	51-11297	-21-RE	
FR-19	52-7439	-31-RE	
FR-20	52-7436	-31-RE	w/o 3/58
(MAP batch 1959)			
FR-21	51-1876	-10-RE	
FR-22	51-1906	-10-RE	
FR-23	51-1912	-10-RE	
FR-24	51-1898	-10-RE	w/o 12/62
(MAP batch 1963/64)			
FR-25	51-1867	-5-RE	w/o 6/69
FR-26	51-1886	-10-RE	w/o 10/70
FR-27	51-1922	-10-RE	
FR-28	51-1945	-15-RE	
FR-29	51-11279	-15-RE	
FR-30	51-17015	-25-RE	
(ex-WGAF batch 1965)			
FR-31	53-7644	-46-RE	ex-Luftwaffe EA+311
FR-32	53-7646	-46-RE	ex-Luftwaffe EA+303
FR-33	53-7658	-46-RE	ex-Luftwaffe EA+305
FR-34	53-7677	-46-RE	ex-Luftwaffe EA+334

Royal Danish Air Force The Royal Danish Air Force received 10 RF-84Fs in 1957 and 1 in 1958 from the U.S. The 9 RF-84Fs received in 1957 were brand new from the factory ordered by the U.S. for MDAP. The 1 received in 1958 was from the USAF stock. Between 1962 and 1963, 7 more ex U.S. Air National Guard RF-84Fs were supplied and in 1964, 5 ex-French Air Force RF-84Fs were added to the stock. In all, 23 RF-84Fs were in service with the Royal Danish Air Force. They replaced the 7 (R)F-84Gs which were modified from F-84Gs for photo-reconnaisance duties since 1955. Initially, the "KA" squadron code followed by a single letter individual aircraft code was applied. In 1960, the Royal Danish Air Force abandoned this old system of coding its aircraft and elected to use the last 3 digits of the aircraft's USAF serial preceded by the letter "C". The letter preceding the 3 digits was to identify the type of aircraft and in this case letter C was assigned to the RF-84F type. All the Royal Danish AF RF-84Fs served with #729 Eskadrille (squadron) in bare metal and camouflage scheme was applied in 1959. They all retired in 1971 and were replaced by SAAB S 35XD Draken. After their retirement, some were preserved and most served as decoys.

RDanAF	USAF	Version	Remarks
(MDAP batch 1957)			
KA-A/C-648	53-7648	RF-84F-46-RE	w/o 5/61
KA-B/C-651	53-7651	-46-RE	
KA-C/C-670	53-7670	-46-RE	
KA-D/C-647	53-7647	-46-RE	w/o 9/66
KA-E	53-7571	-46-RE	w/o 9/58
KA-F/C-574	53-7574	-46-RE	w/o 6/61
KA-G	53-7642	-46-RE	w/o 6/58
KA-H/C-666	53-7666	-46-RE	w/o 8/65
KA-J/C-581	53-7581	-46-RE	
KA-K/C-649	53-7649	-46-RE	
(MAP batch 1958)			
KA-G/C-865	51-1865	-5-RE	received in 1958 to replace 53-7642 which was w/o in 6/58.
(ex-US ANG batch 1962/63)			
C-937	51-1937	RF-84F-10-RE	
C-946	51-1946	-15-RE	w/o 5/66
C-264	51-11264	-15-RE	
C-274	51-11274	-15-RE	
C-281	51-11281	-15-RE	
C-385	52-7385	-30-RE	w/o 7/71
C-473	52-7473	-35-RE	
(ex French Air Force batch 1964)			
C-054	51-17054	RF-84F-26-RE	ex 33-TB
C-248	52-7248	-20-RE	ex-33-CJ
C-253	52-7253	-20-RE	ex 33-CV
C-283	52-7283	-26-RE	ex 33-CH/CA
C-324	52-7324	-26-RE	ex 33-

W. Yip (SAFCH #1421), 535 Diana Place Arroyo Grande, CA 93420, USA.

Paraguayan Military Cessna 150/210/310 Fleet

Antonio Luis Sapienza

1. CESSNA 150: Only two 150s have seen military service in Paraguay and they both
belong to the Paraguayan Naval Aviation.
NAVAL 122: (c/n 77842) It was bought new directly from the factory in 1977 and it is a model 150M. It has been used as a primary trainer with the Training Air Naval Group (GAEN) and it is still in service in 1997.
NAVAL 124: (c/n 77860) It was also bought new from the factory in 1977 and is a 150M. It is still in service in 1997.
Both aircraft are painted in overall gloss white with red trim. The serial is painted in white letters and numbers on the red cheatline and a tiny Paraguayan flag over a black anchor is also painted in the vertical stabilizer.

2. CESSNA 210: A total of three aircraft have been in military service in the Paraguayan
Armed Forces:
FAP 0218: (c/n 210-69780). This aircraft previously had the Bolivian registration CP2190 and it was captured by SENAD (The Paraguayan DEA) personnel in the Chaco Region in 1991 with a load of cocaine. It was transferred to the Paraguayan Air Force (FAP), where it was registered as 0218. It is in active service in the Special Transport Air Group (GATE) at Nu-Guazu AFB.
FAP 0219: (c/n 210N-64346). This particular aircraft was acquired in the local civil market in 19B7. It was previously registered as ZP-PVB. It first belonged to the Transport and Training Air Group (GAET) and in 1988, it was transferred to the GATE. It is still in use in 1997.
Both FAP 210s have the standard GATE color scheme of overall gloss white with two thin red cheatlines along the fuselage. The FAP roundels are painted in two wing positions (upper left and below right) and the serial is painted in the opposite positions on the wings, and on the vertical stabilizer, in black square numbers. The Paraguayan flag colors red/white/blue are painted in the rudder, with a yellow star in the white stripe.
NAVAL 134: (c/n 210-63005). This aircraft was bought in the local civil market in 1997. It was previously registered as ZP-TOI. It belongs to the General Purpose Air Naval Group (GAPROGEN). This plane is also painted in overall gloss white with thick red cheatline along the fuselage. The serial in only painted in the red cheatline in white letters and numbers. A tiny Paraguayan flag over a black anchor is painted on the vertical stabilizer. No black anchors were painted on the wings.

3. CESSNA 310: Five 310s have been in service in the Armed Forces:
ZP-TDR: (c/n 0088). This aircraft was a model 310H and its previous identity was N108BQ. It was bought in May 1963 for the Presidency of Paraguay and although bearing the civil registration ZP-TDR, it was flown and maintained by the Paraguayan Air Force. It was used as the Presidential plane until 1968, when a DHC6 was acquired for that duty. From 1968 to 1989, it was used by the son of the President, who was a FAP officer. in 1989, just a few months after the coup d'etat that overthrew the dictator Stroessner, it was mysteriously "destroyed" on the ground.
NAVAL 142: (c/n unknown, since the factory plate has been removed). It was bought from the local civil market in 1988. It had the civil registration ZP-PJN. It is a 310K model and it belongs to GAPROGEN of the Paraguayan Naval Aviation. It is still in service in 1997.
NAVAL 144: (c/n unknown, same as above). It was also acquired from the local civil market in 1989. It is a model 310H and its previous identity was ZP-TAG. It belongs to GAPROGEN of the PNA. It is still in service in 1997.
TE-01: (c/n 310-0275). It is a model 310R, and it was bought to be the plane of the Minister of Defense, although it used the civil registration ZP-GMS for a long time (Actually, GMS stood for General Marcial Samaniego, who was the Minister of Defense in the late 70s and early 80s). After the 1989 coup, it was re-registered as TE-01 (TE meaning Army Transport) and finally, in 1996, it was given the civil registration ZPMDA (MDA meaning Ministry of Defense, aircraft 'A'). It is still in service in 1997.
TE-03: (c/n unknown). It is also a model 310R and it was acquired in 1989 for the Army Third Corps. After the April 1996 Military crisis with the ex-Army Commander, this plane is now operated by the GATE in the FAP, although it still bears the Army registration TE-03. It was recently repainted with the GATE color scheme. It is still in service in 1997.

Photo Captions (Photos on page 110.)
All photos by author.
a. Cessna 160 M, Naval 122, GAEN/ANP, Asuncion International Airport, October 1991.
b. Cessna 210, Naval 134, GAPROGEN/ANP, Asuncion International Airport, 1997.
c. Cessna 210N, 0219, GATE/FAP, Asuncion International Airport, August 1991.
d. Cessna 310K, Naval 142, GAPROGEN/ANP, Asuncion International Airport, October 1991.
e. Cessna 310R, TE-01, Army Aviation, Asuncion International Airport, October 1991.
f. Cessna 310R, Ministry of Defence (Army), ZP-MDA, GAPROGEN/ANP, Asuncion International Airport, 1997.
g. Cessna 310R, TE-03, Army 3rd Corps, GAPROGEN/ANP, Asuncion International Airport, October 1991.
h. Cessna 310R (in GATE colors), TE-03, Army 3rd Corps, Nu-Guazu AFB, September 1997.

Acknowledgements: The author would like to thank Capt. (Navy) Pablo Osorio, Commander of the GAPROGEN, for the information given on the PNA planes, as well as Capt. PAM Liduvino Vielman, ex-pilot of the GATE, for the information on the FAP planes.

Antonio Luis Sapienza (SAFCH #1160), PO Box 2721, Asuncion, Paraguay.

A Spanish Catalina

Copyright David Legg: Editor, The Catalina News, The Catalina Society, 1997

[Editor's note: This article originally appeared in the May 1997 issue of "The Catalina News", and it is reprinted here with the permission of it's editor. Anyone interested in the Catalina should contant "The Catalina News", c/o Joan Watts, 24 Batts Hill, Reigate, Surrey RH2 0LT, Engalnd.]

The Catalina that has been donated to the Spanish Air Force Museum is the former Flying Fireman PBY-5A C-FFFW, constructors number 1960 and formerly United States Navy serial Bu46596. However, what interested me in particular was not so much this aircraft itself, but the Catalina that it is to represent when it is eventually restored for display in the museum. The Catalina in question is the sole example to be operated by the Spanish Air Force, an aircraft that, to say the least, had been very poorly documented in the past. Indeed, prior to seeing the FlyPast news report, I can only recall seeing one reference to the aircraft, that being in a letter from researcher Ron Mak when, on a visit to the Museum at Cuatro Vientos some years ago, he saw a l/72nd scale model of a PBY-5A Catalina in Spanish Air Force colours. Lack of time had meant that I had been unable to carry out fur ther research into this matter but the FlyPast report stimulated my interest. As a result, I contacted the FlyPast contributor, Roberto Yanez, whilst a casual reference to the aircratt in a conversation with Society member Keith Palmer led to correspondence with Jose Luis Gonzalez Serrano, a member of the Spanish Air Force Historical Research Branch of the Spanish Air Force Museum. Jose not only provided data but astounded me by sending a photo of the original aircraft. That photo is reproduced with this article, almost certainly the first time that it has been illustrated in an English magazine.

An amphibious variant, the aircraft involved in this story was originally a USAAF OA-10, serial 42-109020, huilt by Consolidated at San Diego. It was one of five like aircratt that were ferried from the USA to Malta for use as airsea-rescue aircratt with the 12th Army Air Force under direction from 242 Group, RAF. Three of the aircraft arrived at Kalafrana, Malta as related in Ron Backhouse's recent article on Kalatrana in Catalina News. Of the two Catalinas that tailed to arrive in Malta. one only got as far as Puerto Rico before sustaining damage. The fifth aircratt is the one with which we are concerned here. Incidentally, the operation of these ASR OA-10s is covered by Andrew Hendrie in his book "Flying Cats" where photos of some of them may be found although the superb shot on page 177 has had its caption attacked by the gremlins, the correct serial being 42-109024 as quoted elsewhere in the text. Roscoe Creed's book "PBY - The Catalina Flying Boat" also gives good coverage of these ASR aircratt.

42-109020 was flying to Malta but the inexperienced crew became lost and the aircraft was forced to land at Ifni in the North West Spanish Sahara on July 7th, 1943. As with all Allied aircraft landing in Spanish territory, it and the crew were interned. Subsequently, the Catalina was flown by its American captain and a Spanish co-pilot to Casablanca City and then on to Madrid's Barajas airfield on October 8th. There it was to remain in storage until its eventual formal acquisition by the Ejercito del Aire in 1944.

The Cuatro Vientos-based Maestranza Aerea de Madrid (Madrid's Air Repair and Overhaul Workshops) was assigned the task of trying to bring it back to airworthy condition. The official Spanish take-over of the aircraft was on July 27th, 1944, and, on this date, the Spanish aircraft logbook was issued along with the Spanish Air Force serial '66-1'. From September 1944, until June 1948, it remained on the inventory of the Grupo de Entrenamiento y Transporte del Estado Mayor (High Staff's Transport and Training Group) although no flights appear to have been conducted during this period.

From June 1948, the aircraft was a 'hangar queen' at the Cuatro Vientos workshops as no spare parts were available to get the Catalina flying. Then, on July 23rd 1951, test flights were conducted from Getafe Air Force Base and the Catalina was assigned from July 31st to the Escuela Superior del Vielo (High Flying School) at Matacan in Salamanca Province, arriving there on August 8th. It had been re-serialled 'DR.1-1' back in early-December 1945, but, at Matacan, it also acquired the hull code '74-21'. The number '74' was the unit code for the school. From this point until the end of December 1953, it recorded flights totalling 158 hours 45 minutes. On December 28th, it flew to the Maestranza Aerea de Leon (Leon's repair and Overhaul Workshops) for a general overhaul. Once completed, 'DR.1-1' was transferred to 113 Escuadron of Grupo Mixto No 3 (mixed Group 3) based at Mallorca's Son San Juan airfield where it arrived on July 15th 1954.

On several occasions thereafter, the Catalina operated out of Pollensa, a Spanish Air Force seaplane base which was home to the Domier Do 24 flying boats of 51 Escuadrilla de Salvamento (5lst SAR Flight) and HU-16A Albatross amphibians of 50 Escuadrilla de Salvamento (50th SAR Flight).

Finally, on July 7th 1955, the aircraft was flown to Maestranza Aerea de Balearas (Balearic Repair and Overhaul Workshops) for repairs. This work was required following a hydraulic leak which caused an overshoot upon landing and subsequent impact with the stone wall around the airfield perimeter. Repairs were to prove impossible as no spares were available, a state of affairs that had dogged the Catalina throughout its time with the Ejercito del Aire. The Balearic Maestranza proposed that the unfortunate Cat he withdrawn from use and this was confirmed on September 3rd 1956, the official strike off date being on the 26th. After this, the airframe was scrapped, thus ending the somewhat chequered career of this particular aircraft.

A note on Spanish military serial systems might be useful here, courtesy of Keith Palmer who provided details previously published by Air Britain. 'DR' stands for Anfibio de Reconocimiento (Reconnaissance Amphibian). The more obvious 'A' prefix could not be used as it had already been used for Asalto or Assault aircraft, hence the use of the 'D' prefix. Although this system was revised in 1953, it seems that the Catalina remained as DR.1-1, probably because it was a 'one-off'. Can anyonè explain the origin of the earlier serial '66-1'?

In addition to the written sources quoted, the Editor wishes to especially acknowledge the help of Jose Luis Gonzalez Serrano, Roberto Yanez and Keith Palmer in preparing this article.

The Albert Training Aircraft

John Raymond

In keeping with my traditions of researching very rare and obscure aircraft, I want to share some very interesting data on a little-known French parasol aircraft; the Albert TE-1 Training Airplane.

During the early 1920's, the French were looking for a training aircraft that was economical and versatile. Albert designed the TE-1 to have many different uses to meet this needs. It could be used as a liaison a/c for rapid transmission of orders between armies on the field or as a trainer. It could also be used as a mailplane in civilian service.

The TE-1 was perfect for quick repairs under battlefield conditions. It was of simple construction and easily disassembled. The wing was attached to the fuselage with twelve bolts at six points. The tail group was attached by five bolts. Each wheel and strut could be removed by pulling three pins. The wings constituted a single unit with box spars and ribs made of spruce and a plywood cover which eliminated all the bracing wires and their fittings. The fuselage was built under the same principles; box girders covered with plywood. The tail assembly was the same construction. The landing gear was very simply designed without an axle and the wheels were independent of each other. This made landings on rough terrain and fields with tall grass easy without the danger of nosing over. The ailerons were made of wood as single units and were very effective. Both the ailerons and elevator controls had adjustable tubes. The rudder was the only thing operated by flexible cable.

The engine chosen for the TE-1 was the 40-hp air-cooled Salmson A.D.9. It was gravity fed from two fuel 30-liter fuel tanks. One of the tanks could be removed, but with both installed the range was 621 miles.

One other unique thing about the TE-1 was that the French put lion-oil (?) all over the surface of the a/c to extend it's life in all types of weather. This reduced the upkeep of the airplane to almost zero with the exception of the engine.

The airplane was reported to be able to perform many acrobatic stunts such as loops and spins and was considered to be very stable in the air.

During my research into this aircraft, I found no data to support that more than one was ever built and flown. This TE-1 was registered F-AHDY along both sides of the fuselage and under both wings; a large "F" was placed on the tail with what appears to be a large white vertical stripe preceding it.

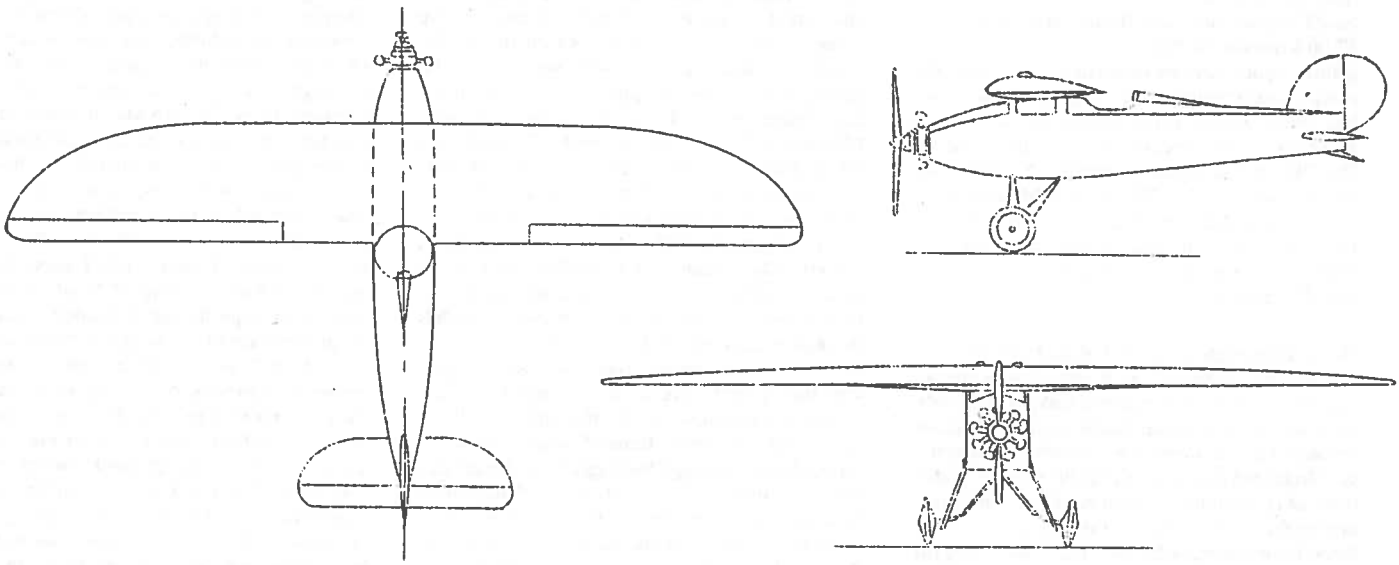
Following are the technical specifications for the Albert TE-1 Training Airplane: Economical speed: 65.26 mph. Speed at minimum power: 52.83 mph. Weight empty: 562 lbs. Useful load: 224 lbs. Full load: 632 lbs. Wing area: 108 sq.ft. Wing loading: 7.93 lbs per sq.ft. Power loading: 21.48 lbs/hp. Range; 404 miles to 621 miles. Approximate ceiling: 18,000 ft.

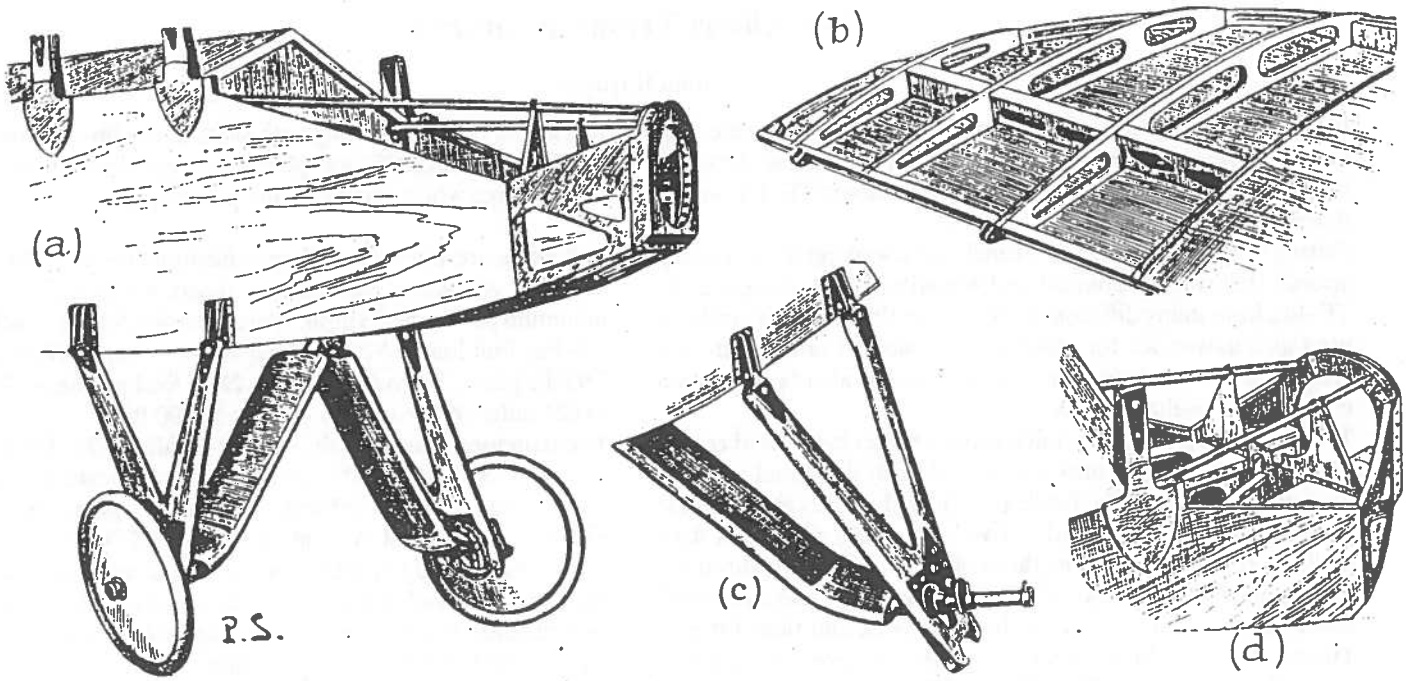
The structural drawings show some details of the TE-1 and the general 3 view is the only one I was able to locate. If any of our readers have any more information on the airplane, drop a letter either to me here at Aircraft Research LTD or to the SAFO editor. Also, if any SAFO members are in need of research on hard-to-find, small-country-air-force aircraft, feel free to contact me and I would be more than glad to help and I will submit my findings to SAFO for publication.

John Raymond (SAFCH #), Aircraft Research LTD., 27-5 Queens Way, Camillus, NY 13031, USA.

Figure caption: (a) Front end. (b) Wing structure. (c) Landing-gear struts. (d) Engine supports.

[Editor's note: The December 1997 issue of Avions has a photo of the Albert Trainer with the following information. "Alphonse Tellier, the pioneer of French float planes, had a nephew, Edward Albert, who had obtained his private pilot's license in 1921. Eduard asked his uncle to design a single-seat airplane for him; one that was light and economical and would let him take part in sporting competitions. Tellier, in poor health at that time, entrusted most of the work to his friend and associate Robert Duhamel. IN 1925, several aircraft powered by the Salmson 9Ad motor of 49 hp were constructed. One, probably #3 but possibly #4, was acquired by the government under mysterious circumstances." The photo show the TE1 in military markings with 'matricule' beginning with an E or F and ending in 52. Can anyone supply the complete military number?]





-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-

"On 7 April 1998, the model club, NMD, is sponsoring a model competition at Krusevac, Serbia. The competition is open to all models in 1/72 and 1/48 of aircraft of the time period 1919 to the beginning of WWII of the small European countries that were attack by Germany or the USSR (Norway, Poland, Czechoslovakia, Latvia, Lithuania, Estonia, Denmark, Holland, Belgium, Greece, and Yugoslavia). The competition is named in honor of Draomir Zikic, a Major in the Yugoslav AF who, on 6 April 1941, lead 30 Do-17s attacking targets in Bulgaria. This was the only mass attack on enemy territory by a small air force in WWII. In his honor we commemorate the sacrifices of the small European air force in WWII. We need the help of the SAFCH in inviting foreign competitors. Categories are: bombers, fighters, reconnaissance, liaison, and basic trainers.

"The Yugoslav aircraft company IK is celebrating its 60th anniversary ion 1998 and the NMD wants to release kits of the IK-3 and Do-17Kb to commemorate this event. We need SAFCH's help in finding a producer."

NMD Association, c/o Bradic Srecko, P.F. 39, 37000 Krusevac, Serbija.

[Editor's note: Anyone interested in attending the competition or helping with the proposed kits, contact Bradic Srecko at the address above. Anyone who has seen the series of articles on the Yugoslav Do-17Kb in the French magazine AVIONS will realize that the Do-17Kb is very different from other Do-17s. A conversion from any of the existing Do-17 kits would be way beyond the conversion ability of most modelers, so a kit of this unique a/c would be most welcome.]

"Some comments on SAFO #82: First, my congratulations to Marco Dini Bruno on an outstanding piece of work on the elusive Colombian Wilds. I was surprised, however, that Marco didn't include amongst his references the Colombian 'Memoria del Ministerio del Guerra 192829' which included some fairly definitive (albeit confusing) information on the Wilds. It showed the formal acceptance dates, for instance, as follows: 102 6 May 1928; 101 17 September 1928; 103 29 October 1928; 104 29 October 1928; 105 6 November 1928; 106 7 November 1928; 107 9 November 1928; 108 5 April 1929.

"It also listed some interesting information on the utilization of the earlier aircraft: #11, 1925-1929, 1,463 flights, 171.57 hours; #12, 1927, 74 flights, 8.48 hours; #13 1927-1928, 2,335 flights, 296.16 hours, damaged 4Jun28; #14, 1927-1929, 2,405 flights, 315.29 hours, damaged 5Jul28.

"Some U.S. intelligence data from the period is also of interest, although again, slightly confusing. A report dated 16 May 1928 stated that 'Colombia has received delivery of two of eight Wild X aircraft with Gnome Rhone 9Adx Jupiter 420-hp engines [this obviously at odds with the 550 hp mentioned in Marco's article]. There have also been purchased, and delivery expected prior to August 1928, four Wild Training aircraft with 180-hp Hispano-Suiza engines." These last four aircraft are a puzzle. Further to the interesting re-engining of these aircraft, a report dated 15 March 1933 mentioned that '...six Wilds are due to be fitted with new engines by a Wright mechanic due in Bogota on 17 March 1933.' A report dated 17 February 1933 stated that '... new 460-hp Whirlwind engines have recently arrived to be remounted on the Wilds.' Again, this seems to be at odds with the 600 hp mentioned by Marco on pp43. One additional oddity of note: Wild WT s/n 13 was actually flown by Charles Lindbergh during his visit to Colombia (as far as I've been able to deduce, Anne Morrow Lindbergh was not with him during this trip).

"My only point at odds with Marco's account is his notes in Appendix VII on colors and markings. I am virtually certain that Colombia did not use red/white/blue roundels ala French usage, although they certainly did use French style roundels during the early period. I am almost 100% positive they were in Colombian colors, as I can't imagine why they would have used red/white/blue. Can Marco provide his source for this information?

"On to other subjects. Bernd Gmoser mentioned on pp42 that, amongst his suggestions for articles was the subject of the Brazilian Vengeances. Readers may be interested to know that I have submitted an article to the Journal of the American Aviation Historical Society on this subject (debacle might be a better word) and it should be published in an upcoming issue.

"Now to the review that you featured of 'Aircraft of the Chaco War', which I am certain that Tony Sapienza and I both thank you very much for penning. I'd like to comment on several of your observations. First, you cited '... several 3-view drawings, of unspecified pedigree' In most cases, the sources for these were identified and, with the exception of three, all originated with the manufacturers. In some cases, we simply could not locate better drawings or more authoritative sources to commission a more accurate rendering. Our general plan was to, at a minimum, give some representation of the major types so that readers could gauge the appearance of the aircraft under discussion. Again, in the case of the 'unofficial' Paraguayan 'star' insignia, we simply could not locate a sufficiently detailed photo or rendering of the (apparently) crudely applied insignia to base a better drawing upon. We, in fact, did commission four very nice color side views to be done (they are on the wall looking at me as I write this) of Bolivian Hawk and Osprey and Paraguayan Potez 25 and Fiat CR 30. However, the publisher, for reasons of their own, elected not to use these - probably for cost reasons, although they did not choose to expand on their decisions to us. We also had included other maps but, again, the editors elected to 'cut' these in favor of using more photos of aircraft. As anyone who has published will know, there is only so much space, and when the sacrifices are demanded, choices have to be made. We elected to go for the aircraft images. Finally, while I guess some folks might feel that the map of South America was 'completely superfluous', it should be recalled that geography hasn't been taught in American schools for at least 25 years at the secondary school level, and we felt it prudent to at least show readers where the contenders were located relative to each other and the mainland mass. Our book may be 'ranked second to the Potez 25 book' (which is indeed magnificent), but at least ours can be read by the majority of SAFO members, I would wager.

"Last but not least, in his comment on my review of his outstanding book on the Brazilian Douglas

A-20s, Gustavo Wetsch states that '... Regarding the RA-20A 40-113 mentioned in the SAFO Newsletter, it really doesn't appear in the book because it was never handed over to Brazil.' In actual point of fact, this aircraft was changed against Brazilian LendLease Project B-54220 and was flight delivered to the FAB Mechanics Training School from the Sixth Air Force (ex-59th Bomb Squadron(L)) in January 1944 along with a variety of other very interesting aircraft, including a Curtiss 052 and Bell P39. A photo of this aircraft appears on pp10 of 'Papel Pega Mosca' for 22 September 1944."
Dan Hagedorn (SAFCH #394), PO Box 682, Centreville, VA 20122-0682, USA.

"I just received the October 1997 issue of SAFO and had begun reading the issue when I noticed that I had been inadvertently credited for supplying photos of aircraft of the Kuwaiti Air Force. I wish I could claim credit for the Kuwaiti AF photos but that belongs to someone else. Fortunately, my travels in that part of the world did not extend that far north. Thankfully, my travels were limited for the most part to Qatar.
"With respect to the Qatari Emiri Air Force, they have just accepted the first of their Mirage 2000-5's in France and I am anxious to see the camouflage scheme employed. It would be interesting to see if they retain the 1970's desert sand and stone coloring used on the F.1's or if they use 'low vis' colors more akin to the colors on the UAE Mirage 2000's.
"I find the information in the SAFO very interesting. In a recent issue you had published the address of the Militaire Luftvaart Hobby Shop in the Netherlands. The shop has relocated to a much larger building near Schipol Airport in Amsterdam and I was able to visit it on one of my trips. The shop touts itself as Europe's hobby 'Megastore' and it matches that description. They feature a wide collection of models and books with many kits and books from central and eastern Europe. They had the new kit of the Saab B.17 from Marivox on sale. The kit is very good with an excellent selection of decals; e.g. Ethiopian decals are one of the options."
Vince Gostkowski (SAFCH #860), 5631 Spring Valley Rd., Apt. #293, Dallas, TX 75240. USA.
[Editor's Note: If the member who sent the Kuwaiti photos will contact me, I'll give proper credit in the the next issue of SAFO. Also, let this remind everyone sending photos to SAFO to put their name on the back of the photos.]

"I would like to comment on a question or two that you raised in the October 1997 issue of SAFO. I feel very strongly that the paper copy of SAFO has not reached the end of its usefulness. I think it's great that SAFCH now has a web site, and I will be checking it out when I get the chance. The paper magazine still serves many purposes, though. First of all, not everyone has instant access to the web; I live five miles away from the headquarters of Microsoft, yet I don't have a PC in my home. I can get on the web by going to the library and signing up for a terminal, or using those at my local community college, but that's much different from having the information I want at my fingertips.
"I read every issue cover to cover. The kit, decal, and book reviews are very informative and interesting, but what really fascinates me are the articles. It's often the articles concerning subjects I know nothing about that I find most interesting. These types of things I would not look for on the web, or would find only by accident. The mass of information on the web is so huge, even if you're dealing with sites only of interest to SAFCH members, that much info would get lost or overlooked. For example, a major interest of mine is British aircraft in small air force service, so I would probably look at the article on Romanian Hurricanes if I saw it bookmarked. Yet it's things like the three-view of the Brazilian Grumman Widgeon that make SAFO so great. I would never go digging for information on that subject - it would never occur to me. Yet having seen it, I immediately thought 'Ha, there's a great color scheme to use for that Airfix Widgeon I've got tucked away.' After looking at the kit, and sizing up the Brazilian insignia on the old Scalemaster decal sheet of South American air forces (they'll work, if you have two sets), I started work on it yesterday. That never would have happened if I didn't have the magazine in paper form.
"There's also the question of having information that means little to you at the time, yet proves crucial later. It's impossible to know what may interest you five years in the future. With a magazine in paper form, you can always go back and look for things at a later date, which I have done on many occasions. With the net, information on a web site may have been removed, or the site may be gone completely. Electronic media is very transitory; I'm not dismissing it by any means, but it has its disadvantages as well as advantages.
"Photographs and drawings copied off the web are often not as clear as those printed in the magazine. When trying to build a model (even one of my models!), it's best to have reference material printed as well as possible.
"Finally, there's the question of how the SAFCH would attract new members, and keep old ones, if the material was available free on the web. I'm sure many people would feel responsible enough to keep contributing to make sure the organization continued, but others wouldn't. The $12 a year is a fair price to pay for the services provided.
Robert Allen (SAFCH #1273), 12534 NE 128th Way #E3, Kirkand, WA 98034, USA. email: rallen@lwtc.ctc.edu

"SAFO #83 has a very informative article by D. Shevchuk on Soviet aviation aid to China in the pre-war period. Some observations on accepted English-languages renderings of names, and a few other points, may be in order. The Kuomintang was a political party founded in 1912, and now, of course, governs in Taiwan (Republic of China). One major city mentioned is normally referred to as Wuhan. The north-west province is Sinkiang, where the rebel general referred to was Ma Chung-yin. A good account of his activities is to be found in Sven Hedin's book 'The Flight of Big Horse'. The senior Soviet adviser was Grigorii Illarionovich Tkhor, born in 1903. In 1940 he was a general-maior aviatsii, and at the outbreak of The Great Patriotic War was deputy commander of the 62nd bomber aviation division. He and his staff were surrounded and captured near Piryatin on 23 September 1941. Tkhor was sent to various German prisons, and was eventually shot by the Gestapo in January 1943 at Flossenburg or in Nurnberg prison.
"References to original sources of information are useful, but more so if given in original language titles, which facilitates retrieval. Two complementary sources for this subject are 'V nebe Kitaya 1937-1940' (2nd ed 1986) and 'Po dorogam Kitaya 1937-1945 - Vospominaniya' (2nd ed 1989)."
Denys Voaden (SAFCH #1483), 8616 Edmonston Ave., College Park, MD 20740-2748, USA.

"Regarding the article on Rumanian Hurricanes (SAFO #83): Although the author succeeded in giving a general picture, he is not accurate in several point. I will try to rectify them according to my information:
"1/ Initially, the order placed by the Rumanians in 1939 called for 50 Hurricanes, enough to equip a three-squadron fighter group. However, due to Great Britain's own priorities, only i2 were actually delivered.
"2/ Escadrila 53 vanatoare was, in fact, an independently operating fighter squadron, put under command of Comandamentul Aero Dobrogea (Dobruja Air Command) in 1941. Later it was briefly part of Grupul 5 vanatoare, alongside the two Heinkel He 112B squadrons.
"3/ On June 22, 1941, the target for P.37 Los of Grupul 4 bombardament, escorted by Hurricanes, was not Odessa, but rather Bulgarica airfield, in southern Bessarabia. (There was a heavy dogfight with some 30 VVS fighters taking off from Izmail airfield. Several red-starred planes were reportedly shot down with no Hurricanes lost.) The first bombing mission against the important Odessa harbor too place only in late August, 1941.
"4/ Adjutant aviator Anghel Codrut was a pilot of the He 112Bequipped Escadrila 51 vanatoare and not Escadrila 53 vanatoare. He died on the second day of fights (see for example my book, 'Heinkel He 112 In Action', page 44).
"5/ The 'hero of the day', as Mr. Karlenko describes the Rumanian pilot who shot down two SB-2s over Constanta harbor (a third bomber was downed by the lone Hurricane pilot over the Black Sea, therefore it was not confirmed), was not the aforementioned Adjutant aviator A. Codrut, but rather Locotenent aviator Horia Agarici. A rather mediocre pilot, he did not excel in the forthcoming war years.
"6/ I can confirm that the identity of 'the fighter with eight machine guns in the wings' was indeed a Rumanian Hurricane. It was lost in an air combat over Gross-Liebenthal on September 12. It was the only combat loss suffered by the Hurricane-equipped squadron. However, it is most unlikely that the Rumanian aircraft reportedly shot down by VVS fighters over Soviet Moldavia (Bessarabia) was a Hurricane, at least I could not find in Rumanian documents any information regarding this event. Nevertheless, any further detail would help in clarifying this intriguing issue.
"7/ Finally, the ARR Hurricane colour schemes published on page 96 require some comments. The aircraft in the first profile was, in fact, 'yellow 3' and not 'black 3' as erroneously was published before. Further, the fin was not yellow but regular olive green. By the time the so-called 'Michael Cross' was applied on Rumanian airplanes, in May 1941, the majority of Hurricanes was already repainted with the standard olive green/light blue ARR camouflage scheme. (I have a photo of 'yellow 3' sporting this camouflage.) The second profile lacks the serial number applied on the fin, while the last profile is just a fantasy of Mr. Balous from 'Letectvi + Kosmonautika' magazine. All Rumanian Hurricanes were numbered between 1 to 15, the last three being the ex-Yugoslav Zmaj-built Hurricanes, Mr. Karlenko mentioned in his article.
"I hope these few corrections complete the overall picture of Rumanian Hurricanes presented by Mr. Karlenko."
Denes Bernad (SAFCH #1315), 625 Roselawn Ave., Apt. #501, Toronto, Ontario, M5N 1K7 Canada

Flying Tiger Up Date

Terrill Clements

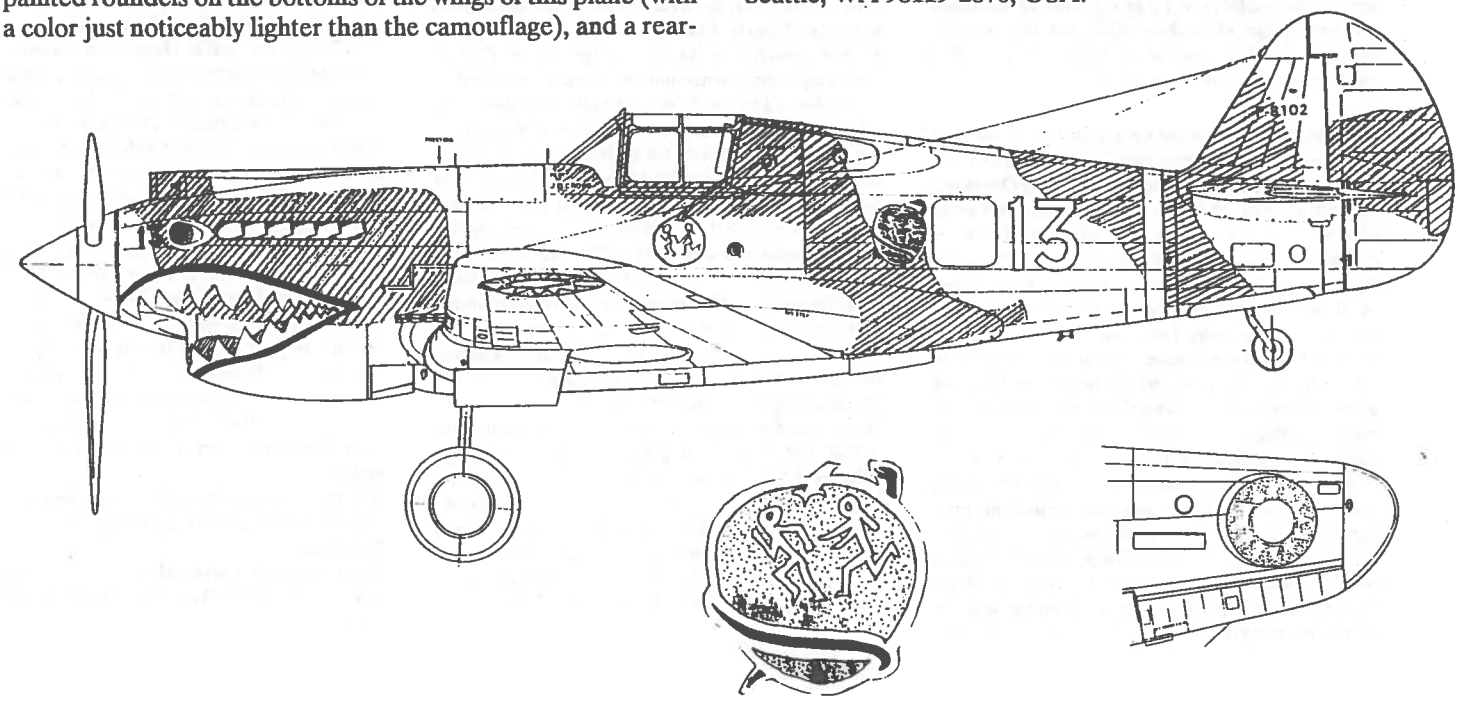
[Author's note: As you know, I've been working on a revised, expanded edition of my booklet on AVG camouflage and markings. Since I sent you a copy of the first edition, I thought you should have the most important corrections. There are a number of other changes being made for the second edition, including revised text, some other more minor corrections, some new drawings, and the addition of more previously unpublished color photos. A few more serial numbers and airframe mysteries are nearing solution.]

Hawk 81-A-2 number 13 (CAF serial P-8102?), January, 1942: Although this plane has been associated with Robert Little in virtually every source published since the war, in fact, Little flew it only for a short while during training, and it was then assigned to James D. Cross. The squadron identification band appears to have been either "toned down" in some fashion (rubbed with dirt?) or painted a pale gray rather than white in order to make it less conspicuous. The small nose number was treated the same way. All other numbers and lettering were the usual white, including the pilot inscription in the usual location: "PILOT/J.D.CROSS". The CAF serial for this plane has been given as P-8170 in every published source up till now, but examination of newly-published photos indicates that this is incorrect. A more likely number is P-8102, but P-8187 is possible too, given the quality of the photos and the planes in service on the date they were shot. The first squadron "apple" insignia was in the usual light green, with a white outline and a white stem, a black snake fully outlined in white, and white stick figures, but without any lettering. Some photos of this plane show a chalk outline of a smaller apple insignia directly under the cockpit on the port side, as illustrated here. This sketch was undoubtedly left after the artist learned that the insignia was supposed to be placed further aft, and it probably wore off within a few days. The shark mouth was in black, white and red. The eye appears to have featured a large black pupil trimmed in red. Wheel covers were light gray. Note that there is evidence of overpainted roundels on the bottoms of the wings of this plane (with a color just noticeably lighter than the camouflage), and a rear-view mirror mounted above the windscreen. This aircraft was considered a "lemon," and available evidence indicates that it was written-off and parted-out to plane number 53 (P-8170, hence the serial number confusion) in late February, 1942.

Prior to joining the AVG, James D. Cross had been a ferry pilot flying aircraft to Canada for delivery to the British. He was among the last to reach the AVG's training base at Toungoo, arriving on November 12, 1941 with 25 other pilots. He got off to an inauspicious start when on his check flight in plane #11 his engine blew a rod and caught fire, forcing him to belly-in from 1000 feet. He was in some of the AVG's earliest scrambles while on alert duty at Toungoo in early December, 1941, but did not encounter the enemy. Finally, on December 20, he was a wingman in the AVG's first combat mission from Kunming, where apparently he was credited with .27 victory, his total for his AVG service. He later wrote about this experience in the December 12, 1942 issue of Mechanix Illustrated. But by mid-January, 1942 Charles Bond was describing him in his diary as a "red-ass," or chronic complainer, and on February 14 Cross told Bond he was going to resign. But the next day his attitude improved when he was promoted to flight leader.

On February 21, 1942 he was one of six Flying Tigers fighting 23 77th Sentai Nates and bombers near the Salween river gorge. Five days later, in a battle with Nates of the 50th and 77th Sentais, he was wounded in the face and arm by shrapnel and flying glass from several 7.7-mm rounds through the cockpit. He was subsequently taken to India for medical treatment. In May, 1942 he participated in a poorly conducted operation ferrying some P-43 Lancers from India to China. Apparently he flew no more after that, and served out his AVG contract as a liaison officer with the Nationalist Chinese Air Force in Chongqing. After the disbandment of the AVG he became a pilot for Pan American Airways.

Terrill Clements (SAFCH #1440), 1957 6st Ave. West #1, Seattle, WA 98119-2870, USA.



The Lindbergh of Canada: The Erroll Boyd Story, by Ross Smyth. 170 pages, softbound, $19.95. General Store Publishing House, 1 Main St., Burnstown, Ontario, Canada K0J 1G0.

While somewhat beyond the normal purview of the SAFO, this biography of a pioneer Canadian aviator is the type of little-known aviation history that appeals to many SAFO readers. Few aviation enthusiasts, outside of Canada, will remember that, in October 1930, Errol Boyd was the first Canadian to fly across the Atlantic. This flight was also the first Atlantic crossing made outside of the summer season, thereby blazing the trail for year-around transatlantic ferry flights during WWII. This achievement alone, hailed on both sides of the Atlantic at the time, should have secured a prominent place for Boyd in aviation history. However, Boyd has been forgotten, while the plane he flew, the Columbia - the same aircraft that Chamberlain and Levine flew across the Atlantic two weeks after Lindbergh - has become one of our aviation icons.

Erroll Boyd's contribution to the development of aviation did not begin with his transatlantic flight, nor did it end there. This well-written story describes his participation in WWI when he was shot down while flying a REP Parasol and interned in Holland; it now seems quaint that the terms of his internment allowed Erroll "parole" during which he returned to the Canada and the USA where he met, romanced, and married a gorgeous young musical comedy star. Post WWI work included flying in Mexico and with the "accident-prone" Coastal Airways before he purchased the Columbia for his epic flight. The book describes his efforts to earn a living in aviation during the depression and his founding of in the Aviation Scouts of Canada, an organization promoting aviation among young Canadians. During WWII he toured the USA recruiting pilots for the RCAF and RAF, an activity that was in violation of US Neutrality Laws before the entry of the US into the war. Erroll Boyd died in 1960, having participated in shaping aviation from its birth to the jet age.

This book is recommended to anyone whose interests extend beyond machines, and who knows, it might even inspire a model of the Columbia with maple leaf markings.

Review copy provided by the publisher.

North American NA-16/AT-6/SNJ, by Dan Hagedorn. Volume 11, Warbird Tech Series. Softbound. 100 pages. Specialty Press, 11481 Kost Dam Road, North Branch, MN 55056 USA.

If you have trouble sorting out the various versions of the Harvard and its ancestors, this is the book for you. Relying on primary sources, well-known aviation historian Dan Hagedorn presents a type-by-type review beginning with the NA-16 of 1935 and continuing up to the unfilled contract for 240 NA-198 (SNJ-8) in 1953. Types are presented by NA numbers with manufacturer's s/n and user's registration listed for each NA number. Along the way we meet the BT-9, BC-1, NJ-1, SNJ-1, BC-2, BT-14, AT-6, SNJ, P-64, A-27, T-6, and LT-6G, and these are jut those in US service. Foreign operators played an important role from the beginning with one NA-18 going to the Argentine Army in 1937. The number of aircraft sent to foreign air forces is given for each type and, when possible (e.g. RAF & RCAF), serials are given.

Photo coverage is extensive with several b&w photos on each page plus a 4-page, 11-photo, color section (Dominican Republic, Honduran, Paraguayan & Ecuadorean air forces represented). Other illustrative material consists of North American and Air Corps drawings and sketches from technical manuals.

The small-air-force enthusiast will find much of value here. In particular, the information given should help the reader sort out such puzzles as: Swedish Sk 14, Japanese Kyushu K10W1, Peruvian NA-50, French NA-57, Thai Na-50 & NA-44, and and USAAC P-64 & A-27. A further indication of the breath of small-air-force coverage is given by a partial list of countries represented in photos: Honduras, Sweden, Australia, Argentina, Japan, China, Canada, Venezuela, Great Britain, Peru, France, Thailand, Brazil, and Chile. Conspicuously missing are photos of T-6 used by the small air forces after WWII - but this subject deserves a book all of its own. The modeler should be able to more accurately build the Harvard variant of choice. For example, a model of a fixed landing gear BT-9 in its pre-war blue and yellow USAAC color scheme would be a knockout.

Warbird Tech Series Volume 11 is recommended to all enthusiasts and modelers wishing to make sense of the Harvard series and its ancestors.

Review copy provided by the author.

[Editor's note: This is not the book on Latin American T-6 on which Dan Hagedorn has been working. Dan informs me that the Latin American book is coming along fine. If this book is any indication, it should be a jewel.]

Red Beauty 2 (Krasny Kraselek) Yak-1 and Yak-7 Combat Operations, by Harold E. Stockton Jr. Special Number One, Part Two; Great Patriotic War Series. Snow Leopard Productions, PO Box 531, Round Rock, TX 78681, USA. $24.95 plus $4.00 shipping and handling in US or plus 30% foreign.

In Part I, Harold Stockton described the development of the Yak-1/7 with reference to the political, military, and technological events preceding the German invasion of Russia. Part II is the "story of the Soviet's combat philosophy and use of the Yakolev Yak-1 and Yak-7 fighters". In telling this story, the author makes a good case for his claim that the Yak-1 and Yak-7 "were equals to the very best British, German, Japanese and American fighters in the world at the beginning of 1941, and were not significantly inferior to the above named countries' fighter aircraft even at the war's end in 1945. It can be categorically stated that in 1945 there was only one fighter design better than the Yak-1 and Yak-7 below 4,500 meters (14,765 ft), anywhere in the world. This sole fighter was also a Yakolev design, the Yak-3."

In 76 pages of text and tables, the author describes all the offenses and counter offenses from the time of the German invasion, when the Russian lost 6,997 aircraft between June and October 1941, to the fall of Berlin when the Russians lost 8,611 aircraft between 29 October 44 and May 45 (1,450 in East Prussia alone from 13 Jan. to 25 Apr. 45). The war in the air is described in relation to the war on the ground, and, while emphasis is on the fighter aircraft, the contributions of other aircraft are not neglected. A serious problem is the absence of any maps to help the reader follow the ebb and flow of battle. All who remember the location of the Kuban Bridgehead, stand up.

Of particular interest to SAFO readers are the extensive chapters on the Normandie Groupe and the Lotnictwo Ludowego Wojska Polskiego. These describe, in detail, the formation and combat activities of these units. In discussing the Warsaw Uprising, the author again shows that he does not avoid controversy: "Many people wrongly assume that the elimination of the Polish AK was the Soviet's sole reason for denying aid to the resistance fighters inside Warsaw. A more plausible reason could be the Soviet mentality over the horrendous losses they had suffered in every campaign they had been engaged in since the beginning of the war. If Poland was to be liberated with the aid of the Soviet's force of arms, then Poland was going to be made to bleed like the Soviet Union had bled. Since Soviet lives were being lost at a phenomenal rate, then why not Polish lives also? One must consider the fact that the Soviets lost 265,554 killed in the campaigns to reach the Vistula river, which included their Operation Bagration and their L'vov-Sandomierz Offenses. The Polish losses at Warsaw of 6,000 AK and over 200,000 civilian, were a small price for the Soviets to pay for their maskirovaka operations against the Germans."

A unique addition to the historical record is a short chapter on the combat between Yugoslav Yak-1Ms and American P-38s on 7 November 1944 in which two American and two Yugoslav pilots lost their lives.

The book contains 45 pages with two or three well-reproduced photos of Yaks on each page. A final section consists of 20 color side-view drawings of Soviet Yaks and an excellent color painting of two Polish Yaks attacking a German train in the Warecko-Magnuszew area of Poland on 23 August 1944.

While Red Beauty 2 will arouse a great deal of controversy, it is still an important addition to the library of anyone seriously interested in the Great Patriot War.

Review copy provided by the author.

Batailles Aeriennes, #3. Les Combats Aeriens de la Drole de Guerre, by Christophe Cony. Lela Press, 39 rue A. Briand, 62200 Boulogne sur Mer, France. 69 FF.

After two issues on the Battle of Britain, Battailles Aeriennes turns the clock back a few months to document "La Drole de Guerre" or the "Phoney (sic) War". (Referred to either humorously, or in a monumental gaff, as "Guerre du telephone). As all aviation enthusiast know, there was nothing "phoney" about the war in the air between September 1939 and May 1940. The aerial battles during this period were fierce and deadly with significant casualties on both sides.

The books begins with a listing of the order of battle for the French, British, and German aerial forces on 3 September 1939. In the chapters that follow, the aerial activities for each day are covered, one month per chapter. Every combat is described giving, when known, the names of the crew and the codes/serials of the aircraft involved. A "box score" is given for each day, listing the number of aircraft lost in combat by each side. It would have been better if these had been listed by type.

As with previous issues of this series, the text is complimented with many excellently-reproduced photos, most not seen previously by this reviewer. Sixteen superb color drawings provide side-views of aircraft on both sides (Do 17P, He 111P, Do 18D, Curtiss H-75, Hs 126A, Hurricane I, Battle, Bf 109D, Bf 109E, Bloch 131, Mureaux 115, & MS 406). Two maps identify the locations of French airfields on 3 September and both French and German airfields on 1 January 1940. In an unfortunate departure from the previous issues, no

coverage is given to non-combat aspect of the battle outside of a small section on German radar and a one-page chapter on "La defense aerienne francaise".
In what could have been a welcome innovation, new (presumably) permanent departments have been added: "Maquette" and "Uniforms et tenus de vol du monde entire". If these sections had covered the modeling of an aircraft and illustrated the uniforms worn by aviation crew during the Drole de Guerre, these would have been useful additions. However, the choice of the 1/18-scale kit of the Me 262 and the uniforms of Japanese naval crew is deplorable.
Finally, let me air a long-standing complaint: Why are the color drawings on the covers the same as used inside? Publisher after publisher have told me that the number of color illustrations is limited by the cost of color printing and not by the pittance paid to the artists. So, why do they waste money duplicating color drawings when they could pay a little more to the artists for a few more drawings?
Anyone having Chris Shores book "Fledgling Eagles", which covers the Phoney War in the same day-by-day fashion, will probably not need Battalies Aeriennes #3. However, it is still a worthwhile addition to any enthusiast's library because of the excellent photos and color art work. And, it might be fun, and informative, to compare the daily accounts in each book.
Review copy provided by Michel Ledet.

Pictorial History of the Philippine Air Force: 50th Anniversary 1947-1997; by Alberto A. Anido and Brian AustriaTomkins, 72 pages, 21 x 29.5 cm, softbound. 255 b/w and 26 colour photos and 12 colour profiles. Anglo Philippine Aviation, Sheraton Skyline Hotel, Bath Road, Hayes, Middlesex, England UB3 5BP. Price £10.
This is a publication by enthusiasts, for enthusiasts. As the title suggests, it consists mainly of photos with captions, illustrating all but one of the 53 basic types in the PAF inventory since 1947 (the SA330 Puma being missing for some reason). The quality and number of photos differ from type to type, depending on availability and importance. For example, there is only one poor shot of the L4 Cub, while the F-86F gets 16 photos and two colour profiles. With a handful of exceptions, the photos are ground shots. The photo reproduction, on glossy paper, is good.
In addition to the photos, there is a map showing the location of all PAF bases and a type list with service dates and total number of aircraft. Last, but not least, there is a listing of individual aircraft, including previous identities, where known. For some of the early types, such as the T-6, the info is rather sketchy, but most modern types appear to be more comprehensively covered.
A list of PAF squadrons would have been another useful appendix but one cannot have everything.
All in all, an excellent and reasonably priced publication which is warmly recommended.
Leif Hellstrom (SAFCH #786), Norrskensbacken 13, SE-146 46 Tullinge, Sweden.

Arméflygets Historia [The History of Army Aviation], Per-Anders Lundström (ed.), 512 pages, 25 x 31 cm, hardbound. Around 660 b/w and 260 colour illustrations. Published by the Swedish Army. Price SwCrs 495 (about $65).
Everything about this Swedish-language book is enormeous: the size (bigger and heavier than Jane's), its coverage, the number of illustrations, not to mention its reputed budget.
What can one say, really, except that this book covers the history of Swedish Army Aviation from the purchase of the first balloon in 1897 until the present. This includes among other things the Army Aviation of 1911-1926, army co-operation units of the RSwAF from 1926 to the early 1960s, and the gradual re-birth of Army Aviation from 1955. Special chapters cover the development of the helicopter, civilian contacts, unit badges, etc. There is also a chapter on UN operations in the Congo. Every aspect is covered in great detail and is profusely illustrated.
Due to the Swedish text (there is no English at all) this book may be of limited interest to most SAFO readers. Still, it is bound to become a classic in Sweden.
Leif Hellström (SAFCH #786), Norrskensbacken 13, SE-146 46 Tullinge, Sweden

J 30: de Havilland Mosquito NF Mk XIX, Mikael Forslund, 208 pages, 17 x 24 cm, hardbound. 259 b/w and 32 colour photos, numerous sketches and drawings. Allt om Hobby AB, Box 90133, SE-120 21 Stockholm, Sweden. Price SwCrs 295 (about $40).
The background to this book is that the author originally was just collecting references to make a model of the J 30 but ended up with enough material for a book! A slight case of over-research, one might think.
Another Swedish-language publication (although most of the photo captions are also in English), this book tells the story of the Mosquito in Swedish service. Sixty aircraft were purchased in 1948 and became the first night-fighters of the RSwAF. All served with the F1 Wing where they were replaced by the J 33 Venom from 1953.
The text tells you everything you could possibly want to know about the J 30, and the illustrations show the aircraft from every angle, inside and out. Since the J 30 was not a very colourful aircraft in RSwAF (two aircraft initially painted silver, all others in standard RAF camouflage), and all were marked basically the same way, there is unfortunately not much variety in the full-view photos but there are lots of useful close-ups for the modeller.
Mikael Forslund's next book will deal with the J 33 Venom in a similar fashion.
Leif Hellström (SAFCH #786), Norrskensbacken 13, SE-146 46 Tullinge, Sweden

Aviation History Colouring Book, Ian K. Baker, 31A Mercer Street, Queenscliff, Vic. 3225, Australia. 21 pages each. Softbound.
[Author's note: I know some folks think the series running title 'Aviation History Colouring Book' is a bit odd. I wanted something which encapsulated all of what I would be doing, but which also implied a cumulative series that comprises one body of work.
If we take the words 'colouring book' by themselves, this immediately recalls children's colouring books, which are printed in back-&-white and contain lots of clear line drawings. In fact, first thoughts were for something that did indeed more closely resembles a child's colouring book. But then I concluded that too many people would be confused by this. There were quite enough who did not know quite what to make of the 'mini-monographs' of the first series.
Anyway, I was interested, and sort of gratified, to learn of a reader who adds home-made colour chips of the appropriate shades to my pages of drawings, and another who tints many of my black-&-white drawings to lend some gentle emphasis to the colour schemes messages they convey - turning my pages into a real colouring book.]
Ian Baker is one of the most readable and entertaining writers in the aviation field. Besides his impeccable research and superb draftmanship, he has a knack of making the dullest subjects interesting. Nowhere has this talent been so tested as in the two new issues on camouflage and markings.
#31 USAAC/USAAF Markings, Insignia, & Camouflage Instruction, 1941 & 1943. This issue consists almost entirely of reprints of two editions of Technical Order No. 07-1-1: (1) that of April 1941, in which mandatory camouflage requirements were first formally set, and (2) that of June 1943 which reflected the changes and developments resulting from wartime experience. While one might expect this to cover well-known territory, Ian explains: "Nowadays the sheer quantity, variety, and apparent quality of hobby paint, decals and kits with ready-to-use colours-&-markings information and advise, together with glossy magazine artwork, can seduce one into believing there are no problems remaining provided one assiduously follows the colour-by-numbers help being proffered on all sides. Could this be the explanation for the steadily increasing number of errors and inaccuracies I am noticing in various journals and other places?" Ian's answer is to make available, in one easily accessible place, the two most significant primary sources. This could be very dull and confusing reading, if it were not for the two pages of introductory notes Ian includes. After reading Ian's comments, I found myself spellbound - at least as spellbound as I have ever been reading a Technical Note. For example, I was surprised to read that the basic camouflage scheme was not simply Dark Olive Drab and Neutral Grey, but also included "Medium Green in irregular splotches along all edges on the upper side of the wing and the horizontal outline of the tail assembly; also, along all edges of both sides of the vertical outline of the tail assembly, extending inward form the edges for various distances up to 20 percent of the total width of the wing or tail assembly." This book is highly recommended to anyone building models of US WWII a/c. I am willing to bet that most modelers will find at least one of his cherished beliefs challenged.
#32 US Navy Aircraft Camouflage & Insignia, 1941-47. "Several incorrect or at least misleading things have recently appeared in print concerning colours and camouflage schemes applied in U.S. Navy aircraft during the WW.2 years. And so it seemed a good idea to assemble all the essentials into a booklet." Thus begins a booklet that will give most modelers a new outlook on US Navy camouflage. This issue covers the evolution of Navy camouflage and markings from December 1940 to January 1947. Included are 11 side-view drawings, 4 pages of diagrams re-drawn from the wartime originals, and FS color cross references. The author starts by clarifying the differences between the Light Gray overall scheme of Dec. 30 1940 and the Blue Gray and Light Gray scheme specified on Oct. 13 1941. Then he drops a bombshell: The "Basic (Non Specular) Camouflage Scheme" of Feb. 1 1943 was not the Sea Blue upper surfaces, Intermediate Blue sides, and Insignia White undersides that I have come to believe. The instructions call for Non Specular Sea Blue upper surfaces of the fuselage, engine cowlings and nacelles, and upper leading edges of wings and tail planes; Semi-Gloss Sea Blue upper surfaces of wings and tail planes, Intermediate Blue vertical tail surfaces, and Insignia White undersurfaces. The Non-Specular Sea Blue on the upper surface of the fuselage was to be feathered gradually into the Insignia White of the undersides. On the leading edges of the wing, Non-Specular Sea Blue was to be feathered

gradually into the Insignia White. Wow! I'd like to see some modeler accomplish this. In practice, it seems that most aircraft manufacturers chose the easy way out by applying Intermediate Blue on the fuselage sides in place of the more demanding feathering.

Ian also provides similar revelations on the Anti-Submarine camouflage, as well was a discussion of such topics as: Midnight Blue, PBY Gray, and green camouflage.

#33 Catalina Collection. In this issue, Ian returns to his more familiar format with drawings and description of 16 Catalinas from the 1941 to 1945 period. Included are drawings of a/c from New Zealand (3), Canada (2), Australia (2), USSR (2), USN (6), and RAF in south-east Asia (1). and color notes with FS, BS, Methuen and Pantone cross-references for the lesser-known New Zealand, Soviet & Australian camouflage shades. If you're searching for an interesting scheme for your Catalina kit, this is the book for you.

[Editor's note: Ian mentions that five previous titles, #16 to #30, which cover RAAF colors and markings form 1921 to 1947 are still available. Write Ian at address above for a leaflet and mail order advice. US and Canadian readers can obtain these booklets for $6.50 plus postage from: Aviation -Usk, PO Box 97, Usk, WA 99180. UK and European readers can obtain theirs for £4.50 plus postage from: Mushroom Model Publications, 36 Ver Road, Redbourn, Herts AL3 7PE, UK.]

Review copies provided by the author.

Jagdgeschwader 53: A History of the 'Pik As' Geschwader, May 1942 - January 1944. Jochen Prien. Translated from the German by David Johnston. Schiffer Publishing Ltd., 4880 Lower Valley Rd., Atgen, PA 19310, USA. $89.95 plus $3.95 postage.

"Jagdgeschwader 53 - or as it was better known, the 'Pik As' (Ace of Spades) Geschwader - was one fo the oldest German fighter units of World War II with its origins going back to the year 1937. This second volume, of a three volume set, covers form May 1942 to January 1944. As with the first volume, this book also appears for the first time in English, and contains over 100 additional photos not published in the original German language edition. The book contains over 450 photographs (including 18 in original color), revised text and maps, and aircraft line drawings, as well as updated aerial victory and loss listings." This short excerpt from the dust jacket sums it up pretty well, except it fails to convey the mammoth size of the book: 746 pages (12 in. by 9 in.) weighing in at 5 lbs.

This book is a day-by-day, combat-by-combat description of a Geschwader that participated in many of the important European campaigns of WWII. As I read this book, I found myself reliving the headlines of the time. I couldn't put it down because I wanted to find out how each campaign turned out. (Of course, I knew how it turned out, but it is a tribute to the author that he could so capture this reader's attention.)

At the beginning of the book, Geschwader 53 is divided into three groups: I.JG 53 is in Russian where it would support the German drive to the gates of Stalingrad, III.JG 53 is in North Africa where it accompanies Rommel to El Alamein, and II.JG 53 is on Sicily assisting in the attack on Malta. Fortunately, I.JG 53 and III.JG 53 are withdrawn before the debacles in Russia and Egypt. They are reunited on Sicily in time to participate in the defense of the German bridgehead in Tunisia. After evacuation from North Africa, they are "bombed out" of Sicily, and began a slow withdrawal up the Italian Peninsula.

Nearly every page has one or more photos excellently reproduced on high-quality glossy paper. All the photos are on the Geschwader's pilots or their 109s. An outstanding feature is the inclusion, at the end of each campaign, a table listing all a/c losses by date, name and fate of the pilot, a/c subtype, Werknummer, and tactical code. Victories are not tabularized, but are mentioned in the daily reports. Informative maps add greatly to the reader's understanding of events.

The author relies entirely on German records, with only an occasional footnote referring to losses admitted to by the Allies. It would be interesting to compare each days actions with corresponding reports from the Allied side. This would help put a human face on the anonymous Laggs, Yaks, Tomyhawks, and Lightnings shot down. However, this is asking too much from the author and publisher since it would result in a books twice as heavy. It's really up to someone to else to do this, perhaps for a single campaign or even a particular day.

The translation into English is excellent. This book can be recommended to anyone interested in the war in the air during WWII in Europe. And, it is a must for anyone specializing in the operational history and markings of the Bf 109.

Review copy provided by the publisher.

magazines-magazines-magazines-magazines-magazines-magazines-magazines-magazines-magazines-magazines-magazines-

AeroFan, Storia di Ali Italiane. Giorgio Apostolo Editore, Via Ampere 49, 20131 Milano, Italy.

It is with great pleasure that I report on the rebirth of AeroFan, which, at the time when it unexpectedly ceased publication six years ago, was one of the world's premier aviation magazines.

The first new issues of AeroFan seen by this reviewer are #60 and #61, a numbering system obviously chosen to pick up where publication ceased with #56. (I've seen issues #s 57 to 62 have been advertised in other magazines). In fact, the similarity between these new issues and the issues published in 1990, is so close that one finds it hard to believe that six years have intervened. The quality of the current issues is as good as that of the old AeroFan -- in a word "excellent". Each issue consists of 64 A-4 size pages with superbly-reproduced photos (including color photos from WWII), excellent scale drawings and detail sketches, maps, and color side-view drawings; all sturdily bound between thick glossy card covers. Gone is the two-page insert with an English-language summary, now replaced by Italian and English in side-by-side columns. This greatly enhances the value of the magazine for enthusiasts who do not read Italian.

As seen in the two new issues at hand, the content remains an eclectic collection of articles on Italian aviation from pre-WWI to the present with good coverage on Italian aircraft serving with the small countries. For example, the two issues at hand contain articles on the Macchi C.94 floatplane in Argentina passenger service, Italian military flying boats in Romania, Macchi seaplanes in the Brazilian Navy, an Italian designer's project for an Argentine jet fighter, and Italian aircraft in the early days of the Hungarian AF. Can we hope that the long-neglected topic of the export of Italian aircraft to the small countries between the wars is finally going to get the coverage it deserves?

The new AeroFan is highly recommended, not only to the reader interested in Italian aircraft, but to all enthusiasts of the small air forces.

Review copies provided by Giorgio Apostolo.

[Editor's note: A complete listing of the contents of AeroFan #s 60 and 61 appears in the Abstracts department of this issue of the SAFO.]

La lettre du CIM Aviations Roumaine et Finlandaise. Jean Pierre Brun, Rue des jardins, 05700 Serres, France. This is the first newsletter published by the French SIG (Special Interest Groupo) devoted to Romanian and Finnish air forces. This is an excellent first issue: nineteen A-4 size pages bound between sturdy card covers. Articles consist mainly of reviews of relevant literature and kits (in French, of course), four pages of scale drawings of various versions of the Fokker D.21, 5 Xerox-quality photos of Romanian a/c (Bf 109, IAR 80, Potez 63-II, & Ju 87). While photos of Romanian Potez 633 are common, this is the first I've seen of a 63.II; now I have something to do with my extra Heller kit.]

Review copy provided by Jean Pierre Brun.

[Editor's note: As far as I know this is the only SIG, in any language, devoted to the Romanian AF.]

Notiziario di Plastimodellismo. SAFO and Club Modellismo Plastico Ravenna, Italy (CMPR) have begun to exchange magazines. The first issue of NdP received, 3/97, is a well-produced magazine: 40 pages (17 cm by 24 cm) printed on high-quality paper saddle-stitched between sturdy card covers. The many photos are excellently reproduced on glossy paper. The quality of the information is also first-rate: (1) An extensive article on the Caproni Ca.101 D.2 with photos of the a/c and the interior, drawings of construction details, side-view of a/c in Italian AF markings, and a pull-out sheet of 1/72-scale drawings. The Ca.101 is surprisingly small for a trimotor with a scale wing span of 27.4 cm. An interesting innovation (at least for this reviewer) are the drawings of the insignia, codes, serials, and titles for all the a/c illustrated. Not able to read Italian, I assume that these are provided for copying onto a decal sheet for use on your scratch-built model -- a clever idea that deserves imitation. (2) A long article on the Tiger tank with lots of photos of the real thing and of a model. (3) A short article on the C.R.25 with three photos of the a/c and one of a model, but no scale or side-view drawings. (4) An artist's drawing of a MC 200 in a desert setting completes this issue.

A summary of the aviation articles in NdP 3/97 appears in the Abstracts section of this issue of SAFO. Notiziario di Plastimodellismo (Ndp) is an excellent magazine that should be of interest anyone interested in Italian aviation.

Review copy provided by Antonio Spadaeo.

News from Poland

Wojciech Butrycz

KITS

1. **Pantera** has released a kit of the **Su-20** in 1/72 scale. This kit, commemorating the last flight of a Polish Su-20 which took place on 28 February 1997, was scheduled to be released early in the summer of 1997 so as to be available at the summer air shows, but because of technical problems it was considerably delayed. Titled a "Limited Edition", the box top has two color photos taken at this event. On opening the box, the modeler finds three frames of white plastic of the same high quality as Pantera's previous kits of the Su-17 and Su-22. There are over 75 pieces, but some of the parts are for the Su-22 or Su-20, so they will not be used. All parts are cleanly molded without flash or sink marks. This is definitely not a short run kit, but some of the surface detail and small parts are not quite up to the high standard achieved by some Japanese companies. The decal sheet has sufficient code numbers to build any one of the Su-20s operated by the Polish AF, national insignia, intake warnings, control panel, and stenciling. This sheet is produced by Techmod and is of their usual high quality. The modest, but clear instructions in Polish and English, give the history, technical data, color specifications (Humbrol colors), assembly drawings, diagrams showing the placement of the stenciling, and color schemes for '6136' and '7125'. The advanced modeler will want to substitute the ejection seat with one by **Neomega** and add details from the excellent photo-etched set recently released by **Part**. The general shape and dimensions of the kit are very good - the rest is up to the modeler's skill level. This is the only accurate Su-20 on the market and it fills the gap in Sukhoi jets. This kit will be released later in 1998 with decals for other countries.

2. **HitKit** continues its series on early Polish a/c with the **Potez XXVII**. This kit consists of some 60 parts of short-run molded parts. The fuselage halves, wings, tailplane, and radiator are of good quality. However, some minor parts, such as machine guns, struts, etc., are best replaced by AeroClub, HitKit, Stutz, etc. parts. The photoetched set, produced by **Aber** (well known in Poland for their AFV sets), consists of over 50 items for the cockpit interior, push rods, gun ring, other external details, and acetate instrument gages. The decal sheet, of very high standard, allows for making any one of 6 PAF machines including a colorful XXVIIA-2 of the Training Squadron of the 1st Air Regiment in Warsaw. This is a very good short-run kit of a subject that no one else has even considered. The break down of the parts indicate that a Potez XV will follow. (Can any of our reader in France provide information on the use of the XXVII in other countries, if any?)

3. **HitKit** follows their Potez XXVII with a **Potez XXV**. This kit was prepared with the help of the French Aerofile company. This popular a/c of the 1920s and early 1930s has been kited by other companies, but never as well. The kit consists of some 60+ short-run parts of a quality identical to that the Potez XXVII reviewed above. Dimensions and general shape are very good and check out well with available references including the excellent book by **Avions**. The photoetched set is the work of **Eduard** and consists of 60+ items for interior and exterior details. The superb decal sheet allows for the building of any one of no less than 14 PAF machines including one in Luftwaffe markings. A second boxing of this kit contains decals for Croatia, Yugoslavia, Ethiopia, Paraguay, Romania, and France!

4. Another **HitKit** release of the Potez XXV, this time with a Jupiter radial engine. All plastic and photoetched parts are the same as above. New are white metal parts for the Jupiter engine and cowling. Only 3 PAF a/c are represented on the decal sheet, and by full color profiles on the back of the colorful box. [Editor's note: The most recent issue of the French magazine Avions reviews a second Jupiter-engined Potez XXV kit with decals for Finland, Estonia, Croatia, and Yugoslavia.]

5. Following up on HitKit's Spad-61C1 reviewed in SAFO #82, **Top Gun** has released a 1/72-scale **Spad-51C1**. This resin-cast kit consists of 24 resin-cast parts of high quality packaged with simple instructions (in Polish and English) in a plastic bag. No decals are provided, but those for a PAF a/c from 111 Fighter Squadron can be found in HitKit's Spad-61C1 kit. The resin parts are superbly molded with the fuselage consisting of two halves with separate floor, seat, and instrument panel. The fabric effect on the wings is excellent, and the engine, propeller, wheels are also very good so there is no need to look for replacements. The cockpit opening is so small that no additional detail is needed except for seat belts and a control stick.

6. Another new kit from **Top Gun** is the **Friedrichshaffen FF.49C** WWI floatplane. No less than 70 parts are packed in a plastic bag with alternate prop, rudder, and tailplane. All are of the same high quality as those for the Spad-51C1, No decals are included, but the instruction sheet shows a/c in German, Finnish, and Swedish markings. One FF.49B was used by the Polish Naval Unit in the early 1920s and this bomber version can also be built form this kit.

ACCESSORIES

1. **HitKit** has introduced a line of white-metal accessories: 1. Lewis type 23 machine gun (thick barrel), 2. Lewis type 23 machine gun (thin barrel), 3. Vickers F machine gun with gunsight, 4. Vickers E fixed machine gun with ammo belt. 5. Vickers 09 fixed machine gun with Chretien gunsight. Items 1 to 3 also include photoetched parts for gunsights, etc.

2. **Part** has recently released several new photoetched detail sets. Especially welcome are the four sets for the Toko (Ukraine) IL-2m3 kit. Set S72-035 is devoted to the interior; well over 100 items for detailing the cockpits including 7 gages on acetate sheet the for instrument faces. Set S72-036 is for the undercarriage and includes wheel discs, undercarriage covers, and other small details. The next two sets are for flaps and bomb bays. One can make a real masterpiece using these sets. The other welcome sets are for a Mastercraft's 1/72-scale TS-11 Iskra. The first set if for the interior and the others for external and undercarriage details. No less than 100 parts will improve your model considerably. Soon to be released are sets for the Su-20, Yak-9, and Dewoitine 520. I can't wait to see them, since all Part sets are really excellent and devoted to models nobody else provides for. Part is also making 1/48 scale parts.

PUBLICATIONS

1. **AJ Press** has released the second part of the excellent monograph on the **PZL P-11** and it is even better that the first part for modeling purposes. There are 74 pages including glossy covers plus a fold-out P-11C cutaway and markings layout on wings and rudder. Nine color photos are included; all of the only survivor which is in the Krakow Aviation Museum. The back cover has a color 4-view of a Romanian machine '315', while there are two pages of color profiles of Hungarian and Romanian P-11a, b, f, and P-11c on wheels and skis, and two pages of color drawings of PAF a/c adding to what was in Vol. 1. 170+ b&w photos and 1/48-scale drawings for P-11b and P-11f complete this work. There are three chapters: I. September 1939 Campaign, II. Foreign Service, and III. Color, Markings, & Stenciling.

Other new publications from AJ Press are: Monograph #38 first of three on the Spitfire, #41 Douglas Boston, #42 first of three on the Bf 109; Campaign #12 Operation Bodenplatte.

2. **Skrzkdla w Miniaturze** has released a special issue (#14) on the **Antonov An-2** Colt to celebrate the 50th anniversary of this ubiquitous workhorse. It is also right on time to support the modelers building the new Bilek/Italeri 1/72-scale kit. Included in the 46 pages (plus glossy covers) are 9 color profiles of Polish and Croatian machines, and 40+ color and 70+ b&w photos which are of good quality. These latter include details of undercarriage, wings, cockpit, propeller, engine, etc. However, the best parts are the 1/50-scale drawings with incredibly detailed plans, sections, details, etc. for several versions including An-2 on floats and skis. Also included are 1/72-scale plans and plenty of sketches. The English summary will be helpful for non-Polish readers.

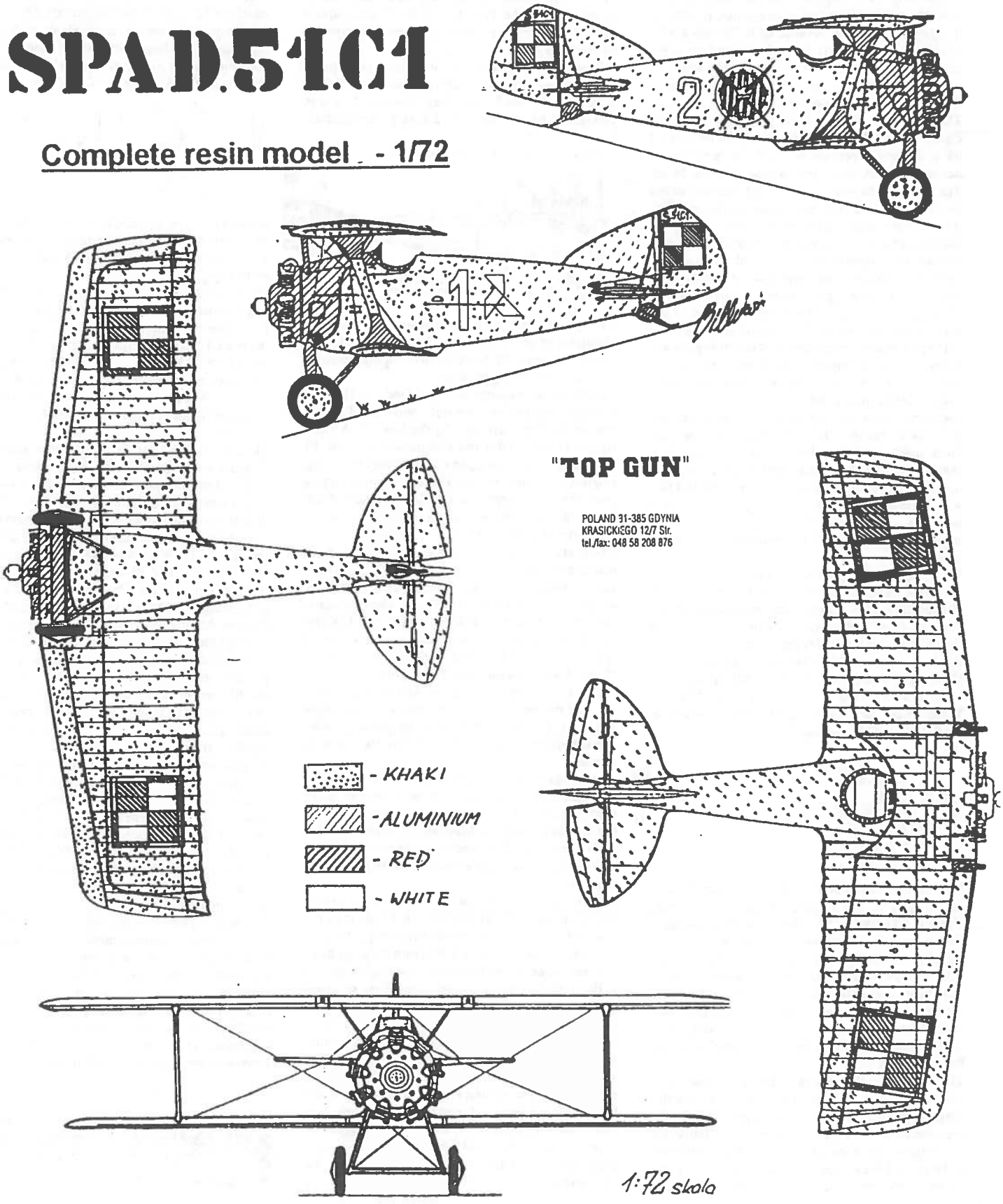
3. I am pleased to announce the arrival of the first issue of a new modeling quarterly: **Mini-Replika**. The first issue brings lots of reviews of new kits and accessories, articles on "to-to-do" with etched parts, in-depth reviews of Hasegawa's series of 1/72-scale Hurricane and Tamiya's 1/48-scale Wildcat. Two important articles are: The first part of "Aircraft and Helicopters of the Polish AF since 1918" with connections to available kits and "PZL P 23 Karas" with some new information and updated drawings which include 22 side-views and 3 plan views (including the P-42). An interesting addition to AJ Press' Monograph #23 on the same subject. Color plates for Hurricane and "photo-archives" (which includes a photo of a Blenheim IV with Polish chessboard) complete the first issue. Quite promising.

4. Last, but not least, is the first volume of a series for everyone interested in the Polish Air Force. Released just before Christmas (what a gift for me) by both **Bellona** and **Lampert** publications: **Military Aircraft in Poland 1918-1924**, by Andrzej Morgala. This A-4 format, hard-cover, 335-page book covers all aircraft in military use in Poland during the first six years of Poland's independence. Almost 300 aircraft types from Austro-Hungary, Russia, Germany, Italy, France, Great Britain, and Poland were used and all of them are included. Over 300 photos and some 30+ three-views are included. All aircraft are described with technical data, dimensions, etc. There are tables listing delivery dates, differences between sub-types, etc. The book is divided into nine chapters and appendices. I. Sources of aircraft delivered, II, Reconnaissance aircraft, III. Fighters, IV. Destroyers, V. Trainers, VI. Floatplanes, VII. Balloons, VIII. Experimental not-realized projects, IX. Miscellaneous - markings, prices, units in 1918-1920 period, non-accepted contracts, quantity tables,

etc. The best part in the appendices are tables listing every aircraft and its history. For example: Table A.2: Albatros C-I aircraft in Poland. pos. 4 247/15; Bz-III 118 kW, SL Lawica 15.III.1919, WSP Lawica IV.1920. Translation: No 267/17 with Benz-III 118 kW engine, Aviation Station Lawica 15 March 1919; relocated to Officer Flying School in April 1920. These tables occupy over 70 pages! Great book for any Polish AF historian/modeler. Volume II for 1925-1939 should arrive soon.

As always, anybody interested in any of the above can contact me.: Wojciech Butrycz (SAFCH #981), ul. Alexsandry 25m.167, 30-837 Krakow, Poland. tel. +48 12 657 81 92.

[Editor's note: Wojciech sent lists for Top Gun and Part Products, but they are too extensive to publish here. Anyone wanting these lists, but not writing to Wojciech, should send a SASE (or 2 IRCs) to the editorial offices.]



Letov S 50, 1/72-scale resin kit with decals, cast-metal and etch-brass parts. RS Models. $35.00.

In any ugly-plane contest, the hands down winner (if French a/c are excluded) would be the LWS Zubr. However, well up among the many candidates for second place would be the Letov S-50, a low-wing, twin-engine, twin-tail bomber with spatted undercarriage and a long snout. In spite of it ugliness, or maybe because of it, I've always be attracted to this aircraft. Now, the Czech firm of RS has produced a resin-cast kit of the S-50 which, if not the best resin kit ever produced, it certainly is the "best resin-cast kit of 1997".

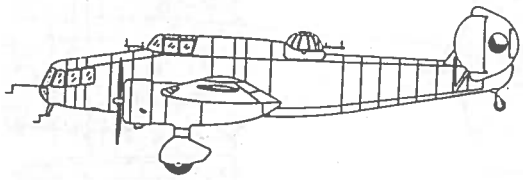
The quality of the resin parts is, as we've come to expect from RS, superb with finely incised panel lines, delicate impressed rivets that accent the underlying construction, and exquisite fabric detail. The fuselage halves have molded interior detail including stringers, side panels, air bottles, etc. Additional resin parts, a small etched-brass fret, and a photographic instrument panel. provide all that is needed to complete the pilot's, observer's, and gunner's positions. The wings, engine nacelles and cowlings, landing gear pants (with separate wheels), and the tail surfaces (two versions of the vertical tails are included) are also first class resin castings. Engines, propellers, and machine guns are provided as superbly-cast white-metal parts. The vacuformed transparencies are clear and have sharply delineated frames.

Excellent decals, by Propagteam, are provided for four color schemes: Two schemes with Czechoslovak markings (one silver overall and one in a camouflage of ochre, dark earth, dark grey-green upper surfaces with light grey undersides) and two with German markings (one with swastikas in 6 positions -- yes, on the wings -- and 'D-OPCO' as displayed at the Brussel's Exhibition in the Summer of 1939).

The 4-page instructions need on page to identify all the parts, a second page to show the placement of all the interior detail, and an exploded construction view. A third page provides side- and top-view drawings of the four color schemes.

Review kit provided by Vladimir Stepanek.

[Editor's note: anyone wanting this kit, or any of the other RS kits should contact me and I'll see if Vladimir can provide them. The S-50 is available for $35.00 + $3.00 postage.]



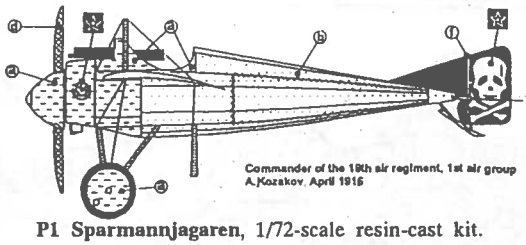
Morane-Saulnier I/N, 1/72-scale injection-molded kit. Joesph G. Francesco, 19 Valley View Rd., Verona, NJ 07044, USA. $3.40 including postage.

The instruction sheet states, "You have before you the first reasonably accurate kit of the Morane 'Bullet' type monoplane, in 1/72 scale. Dimensionally it is far better than the Revell kit however the Revell kit is still useful for the decals, prop and other spares. The wings (of the Revell kit) which are too wide in chord for the N/I will work however for the type 'V'."

The 24 parts, on two sprues of dark grey plastic, are well-molded with no flash, thin trailing edges on the wings, and a commendably thin engine cowl. On the negative side, the representation of the fabric on the wings is over done, there are no ribs on the tail surfaces, and the engine is unusable. The latter will not be a problem if you chose to model an a/c with the large spinner furnished; otherwise an Aero-Club engine should be used. The instructions consist of a diagram of the sprues with the parts labeled, step-by-step construction diagrams, a color chart, and 4-view drawings of the aircraft of I. Smimov and A. Kozakov of the Imperial Russian Air Service. However, there are no decals. The kit is molded as the type I, but the "Construction Notes" describe the simple changes necessary to model the type N.

Altogether, a nice little kit and a nice little price. Joe also has available a Morane-Saulnier H/G in 1/48-scale for $6.20 including postage. If you're interested, order soon since Joe says his stocks are low.

Review kit provided by Joe Francesco.



P1 Sparmannjagaren, 1/72-scale resin-cast kit. Daedalus Models, DR72001. Jim Lindell, Hobby-Importen, Box 3131, S-600 03 Norrkoping, Sweden. US $25.00 including postage.

The Sparmannjagaren was designed, in 1935, by Edmund Sparmann, formerly with the Phoenix Flugwerke. Ten were used by the Swedish AF as a fighter trainer under the designation P1. The P1 was a tiny (11 cm wingspan in 1/72-scale) low-wing, single-seater with open cockpit and spatted landing gear. It was powered by a DH Gipsy Major of 120 hp. If this description doesn't get your modeling juices flowing, nothing will.

The parts are exquisitely cast in a beige-color resin with subdued fabric representation on the fuselage, rudder, and elevators. The wing is perfectly smooth as appropriate for a wood covering. The fuselage is cast in one piece with a deep cockpit tub. Cockpit detail consists only of a seat and, given the lack of reference material, further interior detail is left to the modeler's imagination. The trailing edges of all flying surfaces are razor shape. All the larger parts are cast on "pedestals" which have to be carefully removed. The many small, delicate parts will also need care in removing them from their thin backing of resin.

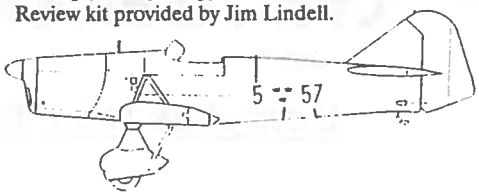
The excellent decals, printed by Techmod, provide the markings for two a/c, both in an overall silver color scheme: (1) '3-61' as currently on display at the Swedish Airforce Museum at Malmslatt. (2) '5-57' the first P1 delivered to the Swedish Airforce in 1936. '6-61' has a large head rest which is absent from '5-57'.

References for the P1 are hard to find. A cursory search of the SAFCH files revealed only two: (1) Lennart Andersson's Svenskt Militarflyg: Propellerepoken" has a photo of '1-95' (with the large head rest and wheel pants removed it's an ugly a/c). (2) A Bjorn Karlstrom drawing showing three schemes (a) '5-59' (1935) silver without head rest, (b) '1-97' (1937) silver with small head rest, and (c) '8-51' (1940) with enclosed canopy and green upper surfaces and pale blue under surfaces.

This excellent kit is only let down by the incomplete instructions. The written text (in both Swedish and English) is all right as far as it goes, but refers to "sketches" on the last page when the last page contains only side-, top-, and bottom-view drawings of the placement of the decals. The dihedral of the wing and the arrangement of the landing and flying wires are not shown although the attachment points for the latter are well represented on the kit. The Karlstrom drawings indicate that the head rest provided with the kit, while the correct size of the enclosed cabin, and probably OK for the Museum a/c, is too large of the open-cabin variant.

The Daedalus kit of the Sparmannjagaren is an excellent kit of an attractive aircraft. However, it is recommended only for the modeler with prior experience in building resin-cast kits, and then only if accompanied by a copy of the Karlstrom drawings.

Review kit provided by Jim Lindell.



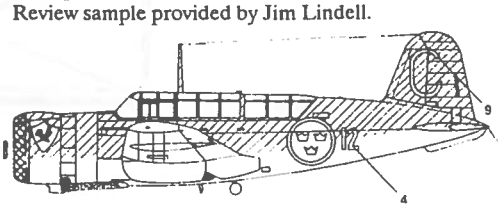
SAAB 17, 1/72-scale injection-molded kit. Marivox #3. Available from: Jim Lindell, Hobby-Importen, Box 3131, S-600 03 Norrkoping, Sweden. US $20.00 including postage.

Here's a kit with decals for 5 air forces. While one might expect this for a kit of the Mustang or Spitfire (but it has never happened), it's somewhat surprising in a kit of a relatively obscure Swedish-designed a/c. The SAAB 17, a low-wing, 2-seat dive bomber and reconnaissance a/c, was used in Sweden during and after WWII. It also appeared in small numbers in the markings of Finland, Denmark, Austria, and Ethiopia.

Molded on three sprues of light grey styrene, the 78 parts are flash free with finely engraved panel lines. Alternate parts are supplied for three different cowl/engine installations and two different directions of propeller rotation. The modeler has the choice of three different landing gear configurations: (1) Wheels with the humongous undercarriage doors that also served as dive brakes, (2) skis, or (3) twin floats. The long greenhouse canopy is thin, clear, and molded with well-defined frames. Cockpit detail is rather minimal and could benefit from additional work -- if you can find a reference. The exploded construction diagram is rather complicated and will need careful study to determine the differences among the various versions that can be modeled. The large (24.5 cm by 16.7 cm) colorful decal sheet (printed by Techmod) is in perfect register. It provides one set of Swedish national insignia and the markings for eleven Swedish a/c (including one float plane), a target tug in Swedish civil markings, and the national insignia and markings for one a/c each in Danish, Finnish, Austrian, and Ethiopian markings. The instruction sheet provided side-views of 5 of the Swedish a/c, while the box top includes color side-views and scrap-views of the placement of the insignia on the wings for all the other a/c.

The Marivox kit of the SAAB 17 is an excellent kit, and is highly recommended to the modeler of Swedish a/c who will certainly buy this kit with or without my recommendation, modelers of seaplanes who will want to add a very attractive float plane to their collection, and to modelers of small-air-force a/c who have been looking for an Ethiopian a/c to add to their collection.

Review sample provided by Jim Lindell.

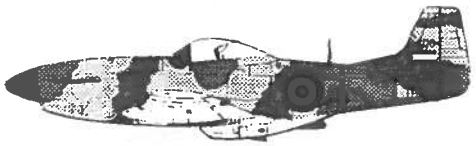


Soccer War (Honduras & Salvador), 1/72-scale decals. 72-001. Delta Decals, Delta Aviation Publishing, 38 Hawksley Avenue, Hillsborough, Sheffield S6 2BE, South Yorkshire, England. £5.75 including postage.

A few years back, Delta Decals released a series of excellent decals of which 72-002 for Cuba and 72-006 for Croatia where of small-air-force interest. Apparently, this series has been withdrawn from their catalog (although 002 and 005 are still available from the SAFCH Sales Service) and have been replaced by a new series.

Sheet 72-001 provides the markings for five aircraft from both sides of the 1969 Soccer War. This sheet, in the now standard 15 cm by 21 cm size, is printed in light blue, white, and back. Included are roundels, fin flash, and code numbers for an El Salvadoran B-26 (white '602') in a tan and olive drab camouflage over light grey with black nacelles and anti-glare panel; P-51D (white '406') in the same camouflage as above, but with thin yellow stripe on the fuselage and wing; and Cavalier Mustang (white '403') in the same camouflage as above, but with a white 'FAS' on the starboard upper wings and a black 'FAS' on the port lower wings in place of the roundels. Honduras is represented by two Corsairs in overall Dark Navy Blue: '609', a F4U-5, carrying three "kill' marking and '619', a F4U-4. Stripes and stars for the rudder and wing-tips are provided. The instruction sheet provides side-view drawings of all aircraft and views of the placement of the markings on the wings. A good set of references is provided.

Review copy provided Glenn Ashley.



Luftwaffe Allies #1 (Bulgarian AF). 1/72-scale decals. 72-002. Delta Decals, Delta Aviation Publishing, 38 Hawksley Avenue, Hillsborough, Sheffield S6 2BE, South Yorkshire, England.

This 15 cm by 21 cm sheet, simply printed in black and white, includes markings for 5 Bulgarian aircraft each carrying the black cross insignia: MB-200 (white '11') in dark green upper surfaces with light blue lower surfaces and yellow cowlings, rudder, and lower wing tips; Do 17P '22' (white on fuselage and black on lower surface of the wings), in RLM 70/71 upper surface splinter pattern, light blue RLM 65 undersides, and yellow fuselage band and lower wing tips; Fw 189A white '9' in RLM 70/71 upper surfaces and light blue RLM 65 undersides, and yellow tail-boom bands and lower wing tips; Letov S-328 (white '7') in dark green upper surfaces and light blue undersides, yellow fuselage band and outer portion of wing tips, and green and red rudder stripes; Bf 109E (white '17') RLM 76 on undersides and fuselage side, RLM 70 upper surfaces, and yellow rudder, spinner, and entire nose and stripe along fuselage. The instruction sheet includes side-view drawings for all five aircraft.

Review copy provided by Glenn Ashley.

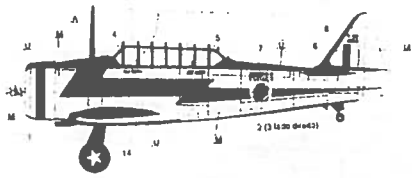
Although rather simple in conception, these two new Delta Decals sheets, can be highly recommended because they allow the modeler to produce a whole flock of unusually-marked warbirds. Delta Decals next releases are: 72-003 Spanish Civil War Nationalist AF and 72-004 RAF "Phony War" 1939-40.

Aviacao Militar Brasileira, 1/72-scale decals. 72-04.

This latest in the series of decals from Brazil provide markings for five types of aircraft: (1) T-6D '1559' of the Esquadrilha da Fumaca in an attractive red, white, and blue color scheme; (2) Boeing Stearman PT-13 'K132' with aluminum-painted fuselage and dayglow (FS22510) wings; (3) F-80C '4200' and '4209' in overall aluminum paint; (4) TF-33A '4340' in overall aluminum paint with blue fuselage band; and (5) C-119G '2305' and '2301' in white, light grey, and aluminum paint.

The multicolor decal sheet has to be seen to be believed. It is crammed full of national insignia, fin flashes, serials, codes, unit insignia, fuselage flashes, and every thing needed to finish five aircraft, all in perfect register and brilliant colors. The instruction sheet is written in Portuguese, but is easy to follow and includes drawings of all the aircraft in color(!).

Review copy provided by Sergio Luis Dos Santos.



Aviacao Militar Brasileira, 1/48-scale decals. 48-04. Similar to the 1/72-scale sheet reviewed above, but includes only the T-6D, PT-13, F-80C, and TF-33A.

Review copy provided by Sergio Luis Dos Santos.

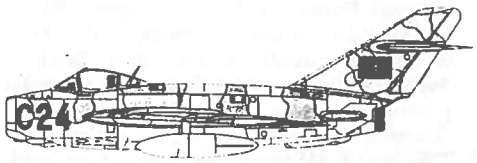
These sheets cannot be too highly recommended. I'm buying the review copy of the 1/72 sheet for myself, but you can order directly from Brazil via e-mail FCM@base.com.br or via FAX 55-021-2901657. If don't mind the wait, send $8.00 to reserve a set while I try to get some in stock. The 1/48-scale sheet will belong to first person to send $8.00 to reserve a 1/48-scale sheet.

MiG-17F/Lim-5 Fresco C, 1/72-scale decals. 72-035. Hi-Decal Line, Kilinskiego 22, 40-062 Kataowice, Poland.

Hi-Decal Line continues to release exciting decals with small-air-force content. This 9 cm by 13 cm sheet provides markings for six Fresco Cs: (1) Polish Lim-5 (red '1717') in special makings commemorating the last flight, 1m 1993, of the Lim-5 in Polish service; (2) Polish Lim-5 (red '1012') in dark green, olive green, light grey-green over light blue in 1985; (3) Egyptian MiG-17F in dark olive green and light grey green over light blue grey camouflage during the Ramadan War, October 1973; (4) Egyptian MiG-17F in dark olive green, light grey green, and sand yellow over light blue grey in 1981; (5) ex-Syrian MiG-17F in tan and olive green over light blue grey camouflage in Israeli markings 1968; and (5) Angolan MiG-17F in brown and pale stone over light blue grey camouflage in 1980. The Angolan national insignia consists of yellow star on a blue disc with a red surround on the wings and the Angolan flag on the vertical fin. The decals, as usual for Hi-Decal, are superbly printed and the hugh instruction sheet includes drawings of port, starboard, and top views along with scrap views showing the positions of the insignia on the lower surfaces of the wings, and a separate 3-view drawing showing the positions of all the stenciling. Unique armament configurations are given as sketches and all colors are identified by FS595 number and Humbrol and Model Master equivalents.

This sheet cannot be too highly recommended to anyone having a pile of KP kits of the MiG-17 in their loft.

Review copy provided by Pawel Diego Rogoz.



Il-28/RT/U Beagle/Mascot, 1/72-scale decals. 72-043. Hi-Decal Line, Kilinskiego 22, 40-062 Kataowice, Poland.

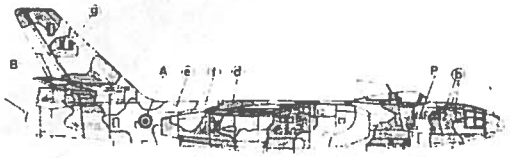
This sheet (9 cm by 13 cm) provides the markings for three Il-28 Beagles to use on the Bilek/Italeri kit, and two Il-28U Mascot for the conversion addicted. The Beagles are: (1) North Vietnamese '3256' in overall aluminum paint 1971; (2) Nigerian NAF 552' in a wrap-around camouflage of dark green, grey green, and dark grey during the Biafran Civil War 1969; and (3) Hungarian '16' in overall aluminum paint 1965. The Mascots are: (4) Polish '53' in overall aluminum 1970 and (5) East German '193' in overall aluminum 1975.

The decals are, again, perfect. The instruction sheet provides port and split-plan views of the aluminum-painted aircraft and port, starboard, top, and bottom views of the wrap-around camouflage of the Nigerian Beagle.

Recommended with out restraint to anyone with either the new Bilek kit or a couple of the old Airfix kits waiting for something unusual in markings.

Review copy provided by Pawel Diego Rogoz.

[Special Offer: Hi-Decal's Il-28 sheet and Aviation & Times (Ukraine) issue 1/97 with a 19-page article on the Beagle (including a color side-view drawing of an Egyptian Il-28 missing from the Hi-Decals Sheet) and a giant pull-out scale drawing of the Il-28 and variants. A $12 value for $10.]



MiG-17F/Lim-5 Fresco C, 1/48-scale decals. 48-005. Hi-Decal Line, Kilinskiego 22, 40-062 Kataowice, Poland.

This kit is identical to it 1/72-scale counterpart reviewed above except for size (13 cm by 18 cm).

"Of interest to Polish Air Force fans is a new sheet due for release by Dave Klaus's 'Cutting Edge' company. Sheet 48095, Part 3 Beaufighters, will feature two Polish 307 Squadron aircraft: an all Night Black Mk.IIF, code EW*A, serial R2445, and a Green/Grey Mk.VIF, code EW*R, serial X8005, with the four white swastika kill markings behind the cockpit. The sheet, which also includes a Portuguese and an RAF Beaufighter, should be available in November 1997. (I provided Dave with the research for the Polish Beaufighters.) Cutting Edge will also release a Mk.IIF conversion set for the Tamiya 1/48-scale Beaufighter to allow modeling of EW*A."

Michael Dobrzelecki (SAFCH #682), 1720 Long Hill Rd., Millington, NJ 07946, USA.

Hubert Cance of France, whose excellent art work has frequently graced the pages of the SAFO, has started an ambitious multi-line series of drawings and plans for sale commercially.

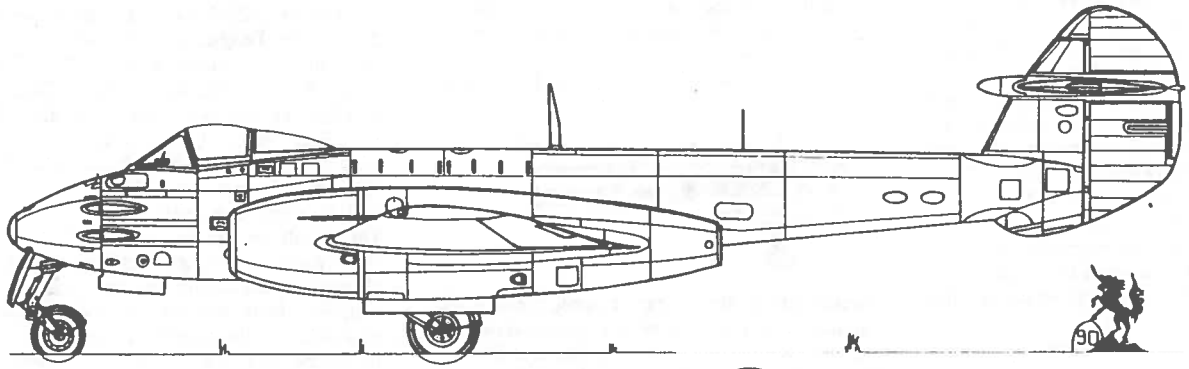
The **"Aircraft"** series presents 7 views with cross sections. Aircraft listed in his preliminary catalog are: Payen 350 CD (one variant), Mudry CAP-10 (4 variants), Europter EC-135 (6 variants), Pilatus PC-XII (one variant), Dornier Do-328 (one variant), BAe Jetstream (2 variants), Beech 90 Super King Air (2 variants), Cessna 525 Citation Jet (2 variants), Cessna 750 Citation X (one variant), Grumman Gulfstream G.IV (one variant), and Canadair CL-415 (one variant). All sets are available in 1/32, 1/48, or 1/72 scale. For example the Payen 350 CD Racer (shown here in 1/72 scale) is available in 1/72 scale as one A4 plate, in 1/48 scale as 2 A4 plates, and in 1/32 scale as 2 A3 plates. The four variants of the CAP-10 series are (1) CAP-10, (2) CAP-10B, (3) CAP-10 Military, and (4) CAP-10B Military.

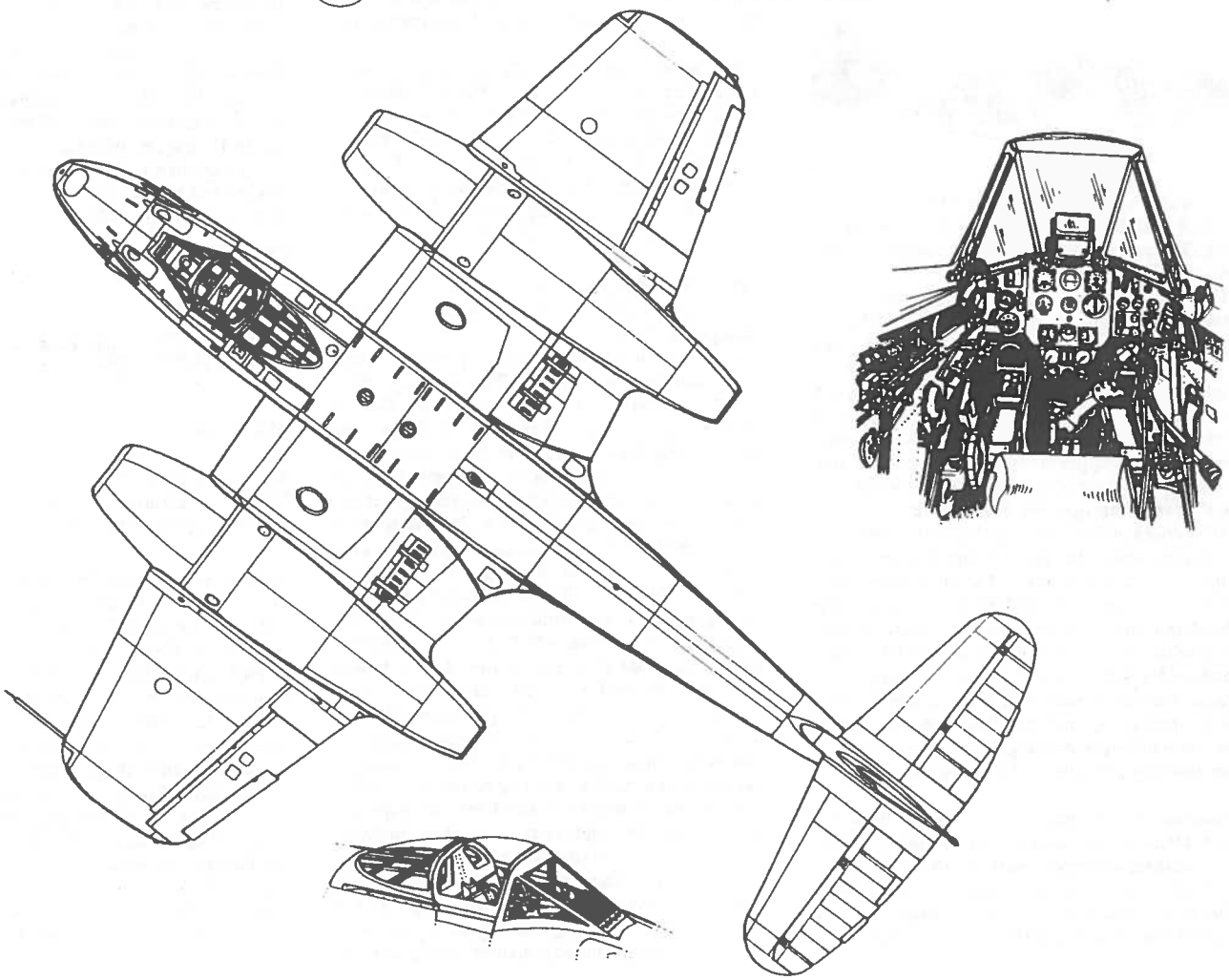
The **"Silver Line"** consists of black & white artwork in the following categories: "Pilot's Sight" (cockpits as seen from the pilot's seat), "Flying Birds" (aircraft in flight), "Aircraft Profiles" (side views), "Pilot's Seats" (ejection seats), "Silver Helmets" (head gear), "War Horses" (military vehicles), "Military Vehicle Profiles" (side views), "War Ships" (ships at sea), "Ship Profiles" (side views), "Space Stars" (spacecraft), "Spacecraft Profiles" (side views), "Silver Guns" (artillery), and "Artillery Profiles" (side views). Examples of the MiG-15 and MiG-17PF from the "Pilot's Sight" are shown here. The preliminary catalog for "Ground Support" shows the following vehicles available in 5-views in the three common scales. Land Rover 110 (10 variants), Renault UE (8 variants), and Scheuschlepper (Me-163 recovery vehicle in 3 variants).

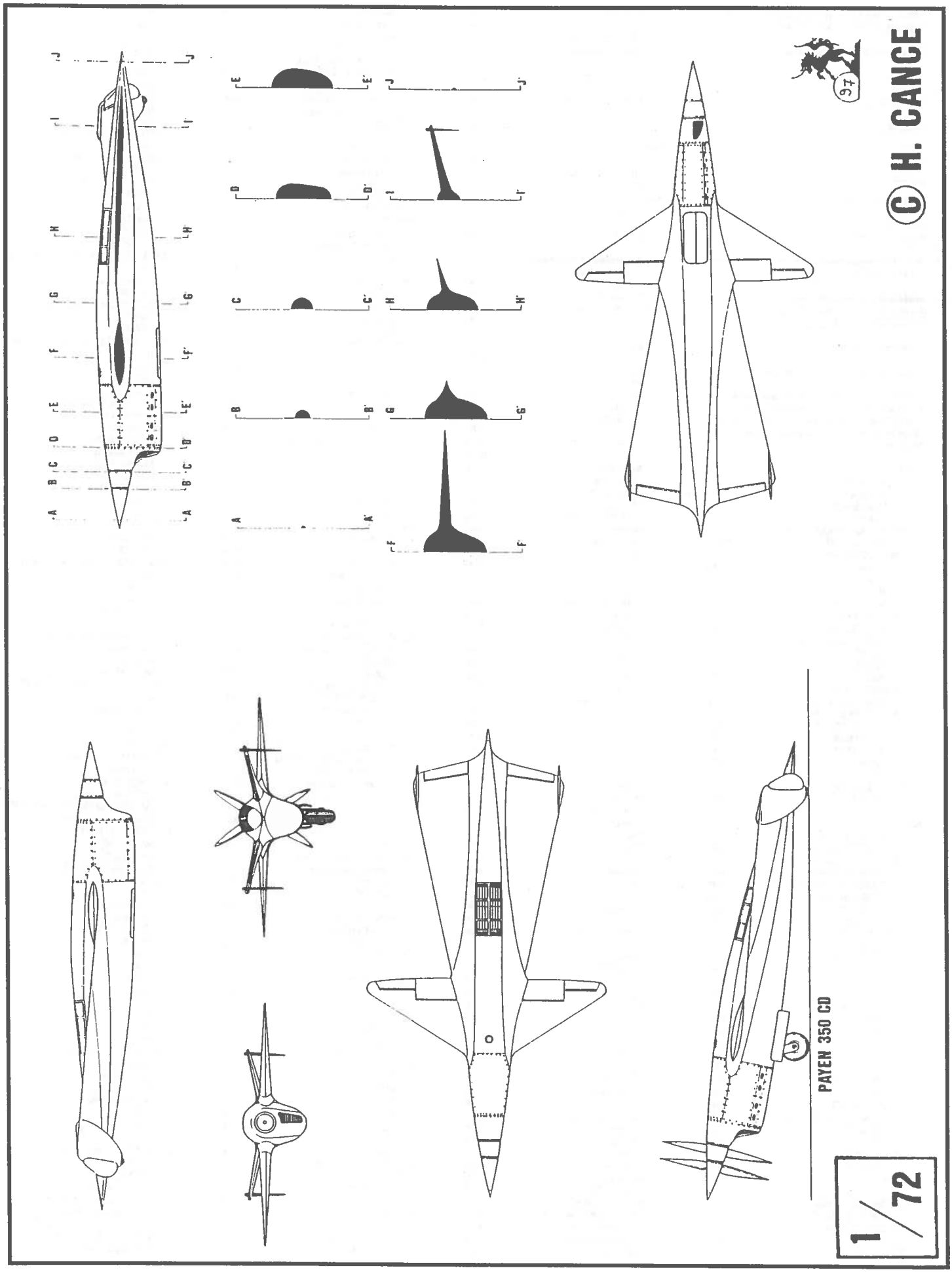
Prices (including p&p) are: A3 plates 10.00 ff, 2.00 US$, 1.00 Sterling. A4 plates 5.00 ff, 1.00 US$, 0.50 Sterling. Payment by cheque or IMO. All plates will be available on Bristol board at twice the price.

The **"Golden Line"**, which is much more embryonic in concept, combines drawings and sketches. All the subjects of the Silver Series will be covered, with the primary plates at twice the price as above and complementary plates for "Special", "Super", and "Plus" packs at the regular price. The accompanying drawings of the Meteor Mk.IV are a first draft; the finished product will contain 7-view drawings.

Hubert welcome inquiries and suggests for expanding the range of subjects. For further information write directly to: Hubert Cance, 56, Bd. E. Lintilhac, 15000 Aurillac, France.






© H. CANCE
97
PAYEN 350 CD
1/72



a



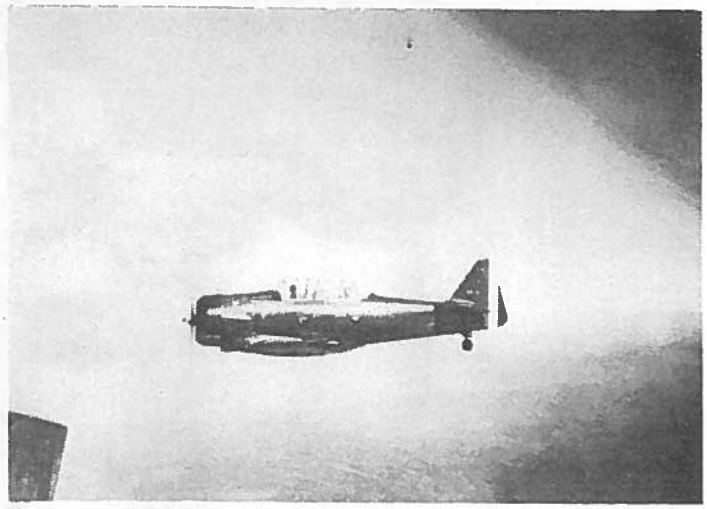
b



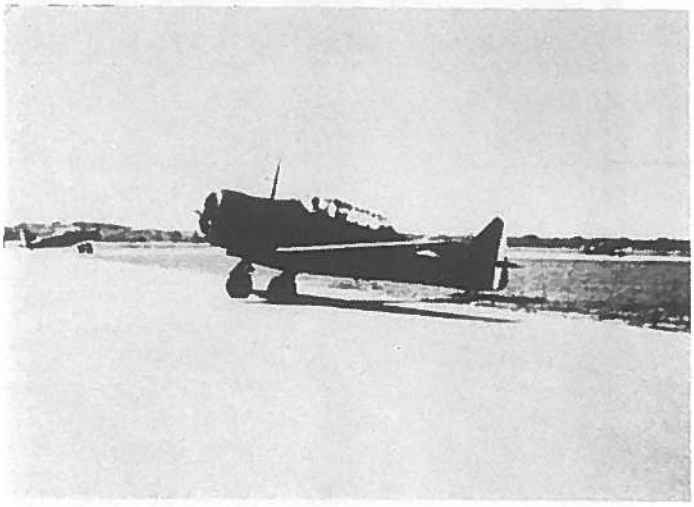
c



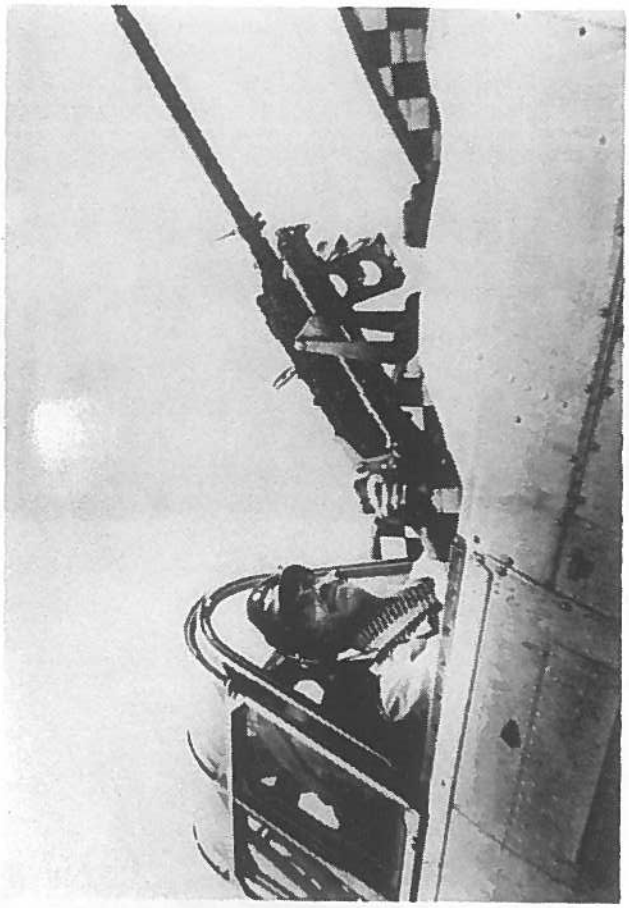
d



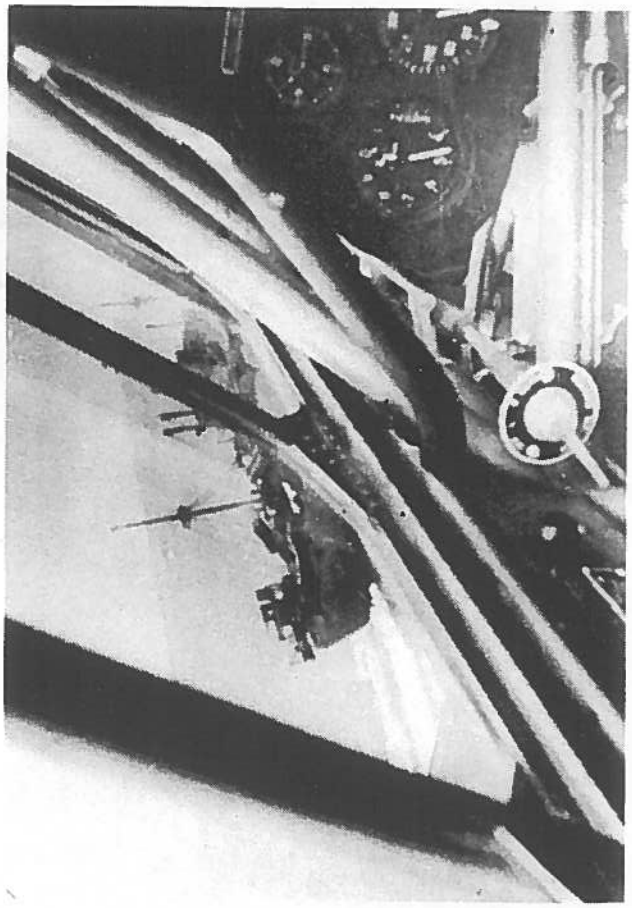
e



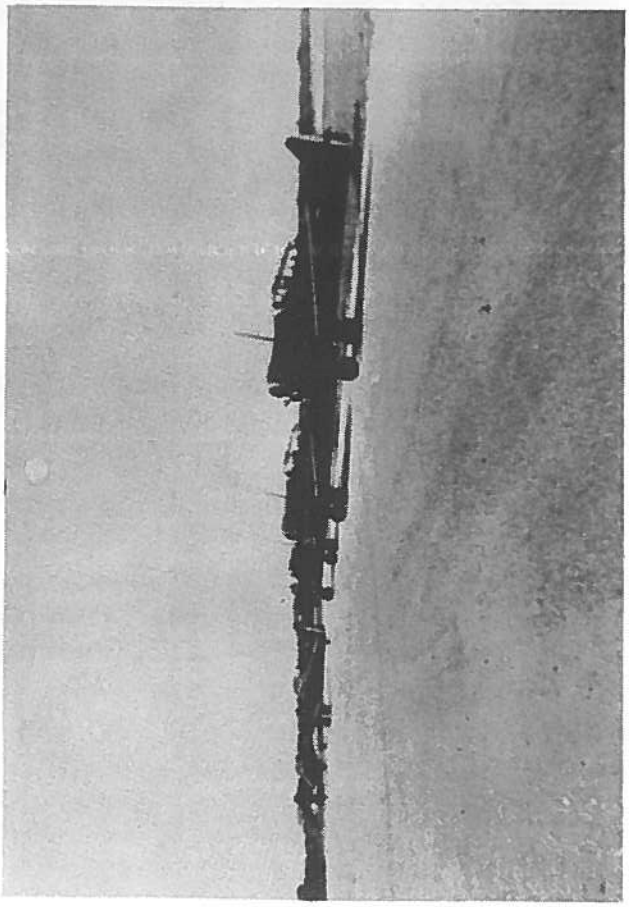
f



h



i



g

